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INFORMATION
HAMILTON '81

JANUARY, 1981

PREPARED BY:
PLANNING AND DEVELOPMENT DEPARTMENT OF THE
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH



SEAL OF THE CITY OF HAMILTON

On September 7th, 1833, the Board of Police authorized Clerk Davis to pay for a Corporation Seal engraved in New York. On November 22nd, 1836, the Board entrusted the Seal "in all time coming" to the care of the President of the Board.

With incorporation as a city, a new Seal designed by Edward Acraman was adopted by council on January 20th, 1847, and ordered engraved in New York. For his design, Mr. Acraman received £10. On March 29th, the old Seal was broken. A month later, the clerk was authorized to affix the Seal to documents for private persons at a fee of five shillings, and to retain the fee.

In July, 1963, a new Seal, more acceptable from the standpoint of heraldry, was prepared and registered. Essentially, the new Seal retains Edward Acraman's design. Crest: above the Sun rising from behind the Clouds, a silver Riband with the words, I ADVANCE. A Stag proper and a Lion gardant. Arms: a Steamer fully rigged, a Beaver, and a Beehive with Bees. Motto, as typified respectively by the Arms: COMMERCE, PRUDENCE and INDUSTRY.

The Coat of Arms, depicted above, with the inscribed words, CITY OF HAMILTON, CANADA, constitutes the present City Seal.

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BACK COVER - EXISTING LAND USE

PURPOSE

This publication is a compilation of various facts and statistics to provide the public with a convenient source of planning and associated information, and frequently-requested data on the City of Hamilton. Accordingly, this information book:

- compiles various statistics and inventories;
- defines the role and function of governments in relation to the growth and development of the City;
- functions as a reference document;
- illustrates graphically various demographic and economic characteristics;
- outlines the various existing land use characteristics and their inter-relations; and,
- summarizes the various basic community and engineering services, and identifies their location and function.

FORMAT

Statistical information is presented in one or more of the following methods:

- graphic illustration;
- charts and tables; or,
- maps and diagrams.

The format of the document will enable revision, and the addition of new information, as necessary, in the future.

KEY FACTS

This summary of key facts provides an overview of significant events and statistical trends of interest to Hamiltonians. For further details, reference should be made to the appropriate sections.

LOCATION OF HAMILTON

- The City of Hamilton is located midway between Toronto and the United States border.

PHYSICAL AND GEOGRAPHIC CHARACTERISTICS

- The two most dramatic natural features in the City are:
 - the Niagara Escarpment; and,
 - Hamilton Harbour

HISTORIC DEVELOPMENT

- In 1669, Robert De La Salle paddled into the Hamilton Harbour;
- In 1775, the first settlers in the City were Robert Land and Richard Beasley;
- In 1816, George Hamilton subdivided his farm to create the Town of Barton;
- The Town of Hamilton was incorporated in 1833;
- In 1846, the City of Hamilton was incorporated;
- In 1851, the City Limits were extended east to Wentworth Street.
- In 1852, Gore Park was established;
- The first waterworks system became operational in 1859;
- In 1891, the City Limits expanded to Sherman Avenue and the first small area above the escarpment was annexed;
- The Board of Control was created in 1909;
- In 1914, City Limits expanded west of Chedoke Creek into Westdale Neighbourhood and eastward expansion reached Kenilworth Avenue.

- In the 1920's Hamilton grew rapidly and the City Limits expanded to Parkdale Avenue;
- In 1947, the Hamilton Planning Board was created;
- The first Official Plan was approved in 1951;
- In 1960, Hamilton annexed the remaining portion of Barton Township which established the present City boundaries;
- High Density residential zoning was applied to the central area of the City in 1961;
- In 1967, Official Plan Amendment 228 established a comprehensive plan for the undeveloped areas south of Mohawk Road and east of Red Hill Creek;
- The neighbourhood planning process was established in 1967 for the purposes of preparing detailed secondary plans;
- The Regional Municipality of Hamilton-Wentworth was created in 1974; and,
- The new Hamilton Official Plan was adopted by City Council in 1980, to replace the 1951 Official Plan.

DEMOGRAPHIC CHARACTERISTICS

- The 1979 assessed population for the City of Hamilton was 306,538;
- Approximately 64% of the City's population resides below the Niagara Escarpment (Mountain);
- Since 1976, the population of the City has experienced a slight annual decrease;
- Four neighbourhoods, namely, Central, Beasley, Durand and Corktown, which comprise the downtown, have the highest number of persons per net residential hectare; and,

ECONOMIC
CHARACTERISTICS

- The City has experienced a decline in the school-age population since 1971.
- From 1961 to 1971, employment in the manufacturing sector, as a percentage of total employment, declined by 5.8% while services, public administration sectors and finance increased by 5.1%;
- Hamilton CMA experienced a slightly higher per capita personal disposable income than the provincial average from 1971 to 1979;
- Hamilton CMA enjoyed a higher average weekly earning than the provincial average from 1971 to 1979; and,
- Hamilton CMA per capita retail trade in dollars has steadily increased since 1971.

LAND USE
CHARACTERISTICS

- The total area of the City is 10,539.3 hectares, which excludes 1,330 hectares of open water;
- The 1979 land use distribution in the City is (1):

LAND USE	%
Residential	35.4
Commercial	4.9
Industrial	13.3
Institutional	6.2
Open Space	12.0
Transportation and Utilities	4.8
Vacant	23.4

(1) Source: Hamilton-Wentworth Planning and Development Department
Land Use Characteristics, 1980

- In 1979, virtually half (47.0%) of the housing stock in the City consisted of single-family dwelling units;
- The largest concentration of dwelling units per net residential hectare is found in the Central Area of the City;

- In June, 1980 Hamilton had the lowest price for a 4-bedroom house (\$85,000), compared to the other nine largest cities in Canada;
- The Central Area of the City is functioning as the most important commercial node;
- There are five major shopping centres in the City, each with at least a gross floor area of 26,000m²;
- The Limeridge Mall, when completed, will be the largest shopping plaza in the Region, with a gross floor area of 83,000m²; and,
- Approximately 240 hectares of serviced land is reserved for new industrial uses on the East Mountain.

SERVICES

- There are 78 elementary and 13 secondary schools in the public school system;
- There are 43 elementary and 7 secondary schools in the separate school system;
- There has been an on-going decline in elementary school enrollment in the City since 1971;
- The water purification plant filters and distributes 727 million litres of water per day, with an ultimate capacity of 1,365 million litres per day, capable of serving a population of one million; and,
- The Sewage Treatment Plant treats 273 million litres of sewage per day, with an ultimate capacity of double that figure.

TRANSPORTATION NETWORK

- The City enjoys an efficient system of roads; including a one-way pair street system in the central area;
- The public transit system in Hamilton has experienced an annual growth in passenger ridership since 1966;

- Freight tonnage movement in the Harbour continues to increase, while the number of vessel arrivals has declined annually since 1966; and,
- Hamilton enjoys an efficient rail service. The majority of the rail lines are aligned at the North End of the City where most existing industries are located.

Section 1: Locational and Geographical Characteristics

1.1 INTRODUCTION

Hamilton's location at the west end of Lake Ontario, together with major geographic features such as the Niagara Escarpment, have greatly influenced the nature and extent of development in the City.

1.2 SITE OF HAMILTON

Hamilton is located on the south shore of Hamilton Harbour, a sheltered bay at the western extremity of Lake Ontario. The City is in the centre of the "Golden Horseshoe", the most urbanized area of Canada, and is situated on major highways and rail lines which link Hamilton to other major centres.

Hamilton's location along Lake Ontario places the City 69 km away from both Toronto to the northeast, and the U. S. border to the east. (See Map 1)

1.3 GEOGRAPHIC CHARACTERISTICS

The natural geographical and geological features of Hamilton were formed during the last glaciation period and subsequent ice melt.

The most spectacular natural feature of Hamilton is the Niagara Escarpment, through which a great gap, now known as the Dundas Valley, was carved by a pre-glacial river. With its cap rock of massive dolomite overlying soft, easily-eroded shales, the escarpment remains a steep cliff ranging from 60 to 90 metres in height.

During the last glaciation, an ice lobe occupied the Lake Ontario Basin. This ice lobe overrode the escarpment, scarping parts of the upland bare of overburden. Some deposition occurred a short distance back from the escarpment brow, resulting in the formation of a string of low moraines.

The melting of the ice in North America produced a series of great lakes, of which the most important for the Hamilton area was Lake Iroquois. The

surface of this lake at Hamilton was about 34 metres higher than the present Lake Ontario, and it endured for several centuries. During this period, many important shoreline features were produced by wave action. Material eroded from the escarpment face was deposited along the shore in a series of sand and gravel bars.

The final touches in the evolution of the site of Hamilton were provided by Lake Ontario. This lake came into being due to the uplift of the north-eastern part of the North American continent when the weight of the glaciers was finally removed. The outlet of the Ontario Basin was raised more than the basin, and the water flooding back filled the area known as Hamilton Harbour, also penetrating into the lower parts of many valleys which had been cut during the period of low water. Thus, the submergent shoreline of Coote's Paradise was produced. Another important feature which took shape during this time was the formation in Lake Ontario of a great sand bar, now known as the Beach Strip, linking the north and south shore of the Lake.(1)

1.4 WEATHER CHARACTERISTICS

Hamilton has experienced a yearly mean summer (May to October) of 16° Celsius and -1.0° C in the winter (November to April). In the same period the City's average annual precipitation was 856.4 millimetres, of which 169 centimetres was in the form of snow. The yearly average Relative Humidity for the City was 79% in the morning (8:00a.m.) and 71% in the evening

(1) Excerpts from a paper prepared by H. A. Wood, Department of Geography, McMaster University.

(7:00p.m.). Hamilton's average heating-degree days are 4047 degree-days per year. (1) The prevailing winds in the City are from a south-westerly direction. (2)

- (1) Heating degree-days are the number of degrees when the daily average temperature is below 18°C. A day with an average temperature of 18°C or higher has none.
- (2) Hamilton-Wentworth Planning and Development Department, Planning for low density. A Solar Approach, 1980.



Map 1- Location of Hamilton

Source: Planning and Development Depar
Hamilton-Wentworth Region, 1981

Section 2: Historic Development

2.1 INTRODUCTION

The growth and development of Hamilton has been influenced by natural features such as the Harbour and the Escarpment, and other factors such as provincial and national economic growth trends.

2.2 EARLY SETTLEMENT

1669 • During the summer of this year, the heavy-laden canoes carrying Robert Cavelier De La Salle and his party arrive at the extremity of Lake Ontario (Burlington Beach), or Deonasado, "where the sand forms a bar", as the Indians refer to the sand strip. Beyond this bar lies a smaller body of water (Hamilton Harbour), or Macassa Bay, meaning "beautiful water". The expedition lands in the vicinity of La Salle Park, then journeys inland to an Indian Village. After La Salle passes through this virgin forest at the "Head-of-the-Lake", it remains undisturbed for another 110 years.

1775 • The first two settlers, Robert Land and Richard Beasley, arrive at the Head-of-the-Lake. Land builds a cabin at what is now the junction of Barton and Leeming Streets and Beasley establishes residence at the present site of Dundurn Castle (Burlington Heights). Local historians have tried, without success, to determine which of the two settled at the Head-of-the-Lake first.

1791 • By constitutional Act, Quebec is divided into two separate provinces, Lower Canada and Upper Canada. The Province of Upper Canada, comprising all the lands west of the Ottawa River, is constituted to meet the needs of some 6,000 settlers who remained loyal to Britain during the American Revolution and immigrated to the area. The act gives the settlers the right to establish a government of their own, with an elective legislature patterned on the constitution of Great Britain.

- 1812-14 • During the war of 1812, British forces make their headquarters at Burlington Heights, (the present location of Dundurn Castle and Hamilton Cemetery). The Battle of Stoney Creek, together with two naval skirmishes at Burlington Beach, are spearheaded from the Heights.
- 1813 • George Hamilton buys a farm from Charles Durand, the boundaries of which extend from King Street to the Mountain and from James Street to Wellington Street.
- 1816 • Hamilton lays out part of his farm into building lots and streets, naming the streets after members of his family: John, James, Catherine and Augusta. Attempts by Beasley to start a settlement at Dundurn are thwarted by Hamilton, who wins over his competitor by giving Gore Park, Princes' Square and Hay Market to the community.
- 1826 • The Desjardins Canal through Coote's Paradise to Dundas is completed.
- 1832 • The Burlington Canal is completed, opening the Harbour to marine trade.
- 1833 • With a population of 1,400, Hamilton is incorporated into a town. The chief governing body is known as the Board of Police, which combines the Board of Education, Health, Police and Fire Departments. The town is divided into wards for elective purposes. Wards 1 and 2, lying west of John Street and south and north of King Street; Wards 3 and 4 lying east of John Street and north and south of King Street. For each ward, one representative is elected annually. The four elected representatives then appoint a fifth, constituting a five-man Police Board. On March 4th, 1833, Hamilton holds its first election with Collin Ferrie polling seven votes in Ward 1; Ebeneezer Stinson elected in Ward 2 with three votes; Joseph Ralston in Ward 3 with twenty-three votes; and Peter Hunter in Ward 4 with three votes. Thirty-three out of forty-six of the town's eligible voters live in Ward 3.

- 1839 • Originally called "market hall", the first Town-City Hall is constructed at a cost of \$1,200. In 1847, the upper hall is used as a council chamber, and in 1873, a five-storey clock tower is added to the original building.
- 1846 • The Act of Incorporation of Hamilton as a city is passed by the legislature of Upper Canada in June. Hamilton's population has reached 6,832.
- 1847 • In January, an election is held under the provisions of the new city charter. City wards are increased to five and each ward elects two councillors. The ten elected councillors then appoint an eleventh. On March 15th, 1847, the Council has its first meeting in the market hall, and at a subsequent meeting, Hamilton's first Mayor, Colin C. Ferrie, is appointed.
- 1850-51 • Revisions to an act passed in 1849 extend the City limits on the east to Wentworth Street; provide an annual salary for the Mayor; and, increase the number of City Council members by adding an Alderman to the two councillors in each ward. A Standing Committee of Aldermen administers the various committees.
- 1852 • Hamilton's first park, the "Gore" of King Street (Gore Park) is established.
- 1854 • The Great Western Railway (a forerunner of the C.N.R.) reaches the City. This gives Hamilton its first competitive advantage over neighbouring Dundas, and access to regional and national markets provides the City with a great impetus for development.
- 1859 • The first waterworks system becomes operational, replacing individual wells as sources of water. A recession forces a number of factories to close, and others to move to Toronto. This setback hinders further growth for at least two decades.

- 1873 • Hamilton attempts to attract new industries not in direct competition with Toronto or Dundas, and by this year, the first iron foundries are established.
- 1888 • A new City Hall is constructed on the site of the old city hall (James Street North at Market Square). The building, of French Romanistic architecture, costs \$126,000.
- 1891 • The City expands east to Sherman Avenue and the first small area above the Escarpment is annexed. The creation of an incline railway is a critical step in opening up the Mountain area to development.
- 1895 • The new Toronto, Hamilton and Buffalo Railway, the City's second, arrives. The first blast furnace in Ontario begins production.
- 1896 • The first hydro-electric generating plant in eastern Canada begins production at Decew Falls east of the City, providing the City with the cheapest power then available in North America.(1)

2.3 GROWTH DURING THIS CENTURY

By the end of the 19th Century, the City's population had reached 50,000. The combination of new transportation facilities, the harbour, abundant water supply, availability of electricity and bay front land resulted in the beginning of the industrial age of Hamilton. For example:

- 1903 • Canadian Westinghouse and International Harvester establish in Hamilton.
- 1909 • The Board of Control is introduced.
- 1910 • City Council is composed of the Mayor, four members of the Board of Control, elected at large, and sixteen Aldermen, two elected from each ward. (Although the boundaries have changed over the years, there remain eight wards: five wards below the Escarpment, and three above.) Five foundries merge to create the Steel Company of Canada.

(1) Source: City of Hamilton Handbook, 1980

City of Hamilton Official Plan Appendices, 1980

1912 • Dominion Steel Castings Limited, the predecessor of Dominion Foundries and Steel, establishes in Hamilton.

1914 • Hamilton expands westward over the Chedoke Creek into Westdale; eastward expansion reaches Kenilworth Avenue.

1917 • The *Reconnaissance Report*, Hamilton's first Planning study, is prepared by Noulan Cauchon in response to deteriorating housing and social conditions in some areas of the City. The report makes various proposals of grand urban design and architecture schemes for the City, and recommends the preservation of Hamilton's natural features.(1)

1919-46 • Hamilton grows rapidly during the 1920's, expanding to Parkdale Avenue, and reaching a population of 136,000. This is followed by a period of slow economic growth during the great depression, and subsequent recovery due to the industrial requirements of World War II.

2.4 RECENT GROWTH AND DEVELOPMENT

The Province of Ontario, in 1946, passed The Planning Act which provided the basis for Municipalities to prepare Official Plans and Zoning By-laws. The City of Hamilton retained a consultant, E. G. Faludi, to formulate the first comprehensive plan for the City.

1947 • The Hamilton Planning Board is created. In the same year, Faludi presents his report to Council, recommending, among other things, the implementation of the following:

- new civic and cultural centres;
- redevelopment in the central area, York Street and the North End;
- establishment of a "green belt" system;
- establishment of a regional planning area;
- the widening of Burlington Street; and,
- the conversion to trolley buses.

(1) Source: Hamilton Central Background Information, 1977
Hamilton Residential Official Plan 339 Appendix, 1978

The data of the 1941 Census, as utilized by Faludi, represents the first comprehensive attempt to document housing conditions in Hamilton, and indeed, the entire country. It is of interest to note some of the findings. Some 4,176 hectares of land in Hamilton were developed, of which 36.8% or 1,538 hectares were in residential use. Approximately 74% of all dwellings were single-family units; 5% were semi-detached; 20% were apartments and flats; and only 1% were sections of row or terrace development. With respect to apartments, only 4% of all units were contained in buildings of ten or more units. One dwelling in every 22 contained business premises. The value of the average dwelling was only \$3,900., with mortgages averaging half that amount at 5.8% interest. Monthly rents averaged \$27.00 for the City's 55.5% tenant households. Property taxes averaged \$126.00 per home. (1)

- 1948 • The Hamilton Planning Department is established.
- 1951 • Hamilton's first Official Plan is approved by the Minister of Planning and Development.
- 1956 • A one-way paired streets system is initiated in the central area.
- 1959 • An Urban Renewal Study for the City is completed, which recommends varying degrees of renewal for nine areas.
- 1960 • Hamilton annexes the remaining portions of Barton Township, establishing the present City boundaries. On November 21st, the present City Hall is opened. The exterior of the eight-storey structure, having a gross floor area of $20,130\text{m}^2$, is a combination of Cherokee marble and glass. Cost of the building is \$9.3 million, including land.
- 1961 • High-density residential zoning is applied to much of the downtown area, making it feasible for private interests to assemble and redevelop land for high-rise apartment buildings.

1963 • Hamilton Area Transportation Study is carried out, which results in the implementation of such projects as the Clarmont Access and the reconstruction of Burlington Street. An Urban Renewal Program is initiated, under the now-defunct Urban Renewal Department, which includes:

- the North End;
- Civic (Jackson) Square;
- York Street; and,
- Van Wagner's/Crescent Beach (Confederation Park).

1967 • Official Plan Amendment 228 establishes a comprehensive plan for the undeveloped areas of the City south of Mohawk Road and east of Red Hill Creek. Neighbourhood Planning Units are established for the purpose of preparing secondary plans.

1972 • The Canadian Football Hall of Fame is opened on the City Hall Plaza. Phase I of Lloyd D. Jackson Square is opened in August.

1973 • Hamilton Place opens with its first performance in September.

1974 • On January 1st, as a result of legislation passed by the Provincial Government, (Bill No. 155), the City becomes part of the Regional Municipality of Hamilton-Wentworth. This is a two-tier form of Regional Government comprised of the Municipalities of Hamilton, Dundas, Stoney Creek, Flamborough, Ancaster and Glanbrook. Municipal elections are held on October 1st, 1973, from which 27 councillors (plus a Provincially-appointed Chairman for the first term) are elected for a three-year term of office. The Regional Council is comprised of the following representation: Hamilton - 17 members; Dundas - 2 members; Stoney Creek - 2 members; Ancaster - 2 members; Flamborough - 2 members; and, Glanbrook - 2 members. (1)

1977 • The new Art Gallery of Hamilton is opened. Phase II of Lloyd D. Jackson Square is opened in March.

(1) Hamilton-Wentworth Economic Development Dept.
Profile for Profit, 1980.

1980 • The new Hamilton Official Plan is approved by Council to replace the 1951 Official Plan and some 300+ Amendments. The Ontario Municipal Board approves the dissolution of the Board of Control. The new Farmers' Market and Library Complex is opened.

Section 3: Demographic Characteristics

3.1 INTRODUCTION

The population of the City of Hamilton is characterized by the following:

- A 1979 assessed population of 306,538;
- Since 1976, the total population of the City has been decreasing;
- Approximately 64% of the total population resides below the Mountain;
- The existing population is not evenly distributed in each neighbourhood throughout the City;
- The highest population densities are predominantly found in the Central Area of the City; and,
- The older areas of the City have experienced a decline in population.

3.2 POPULATION TREND

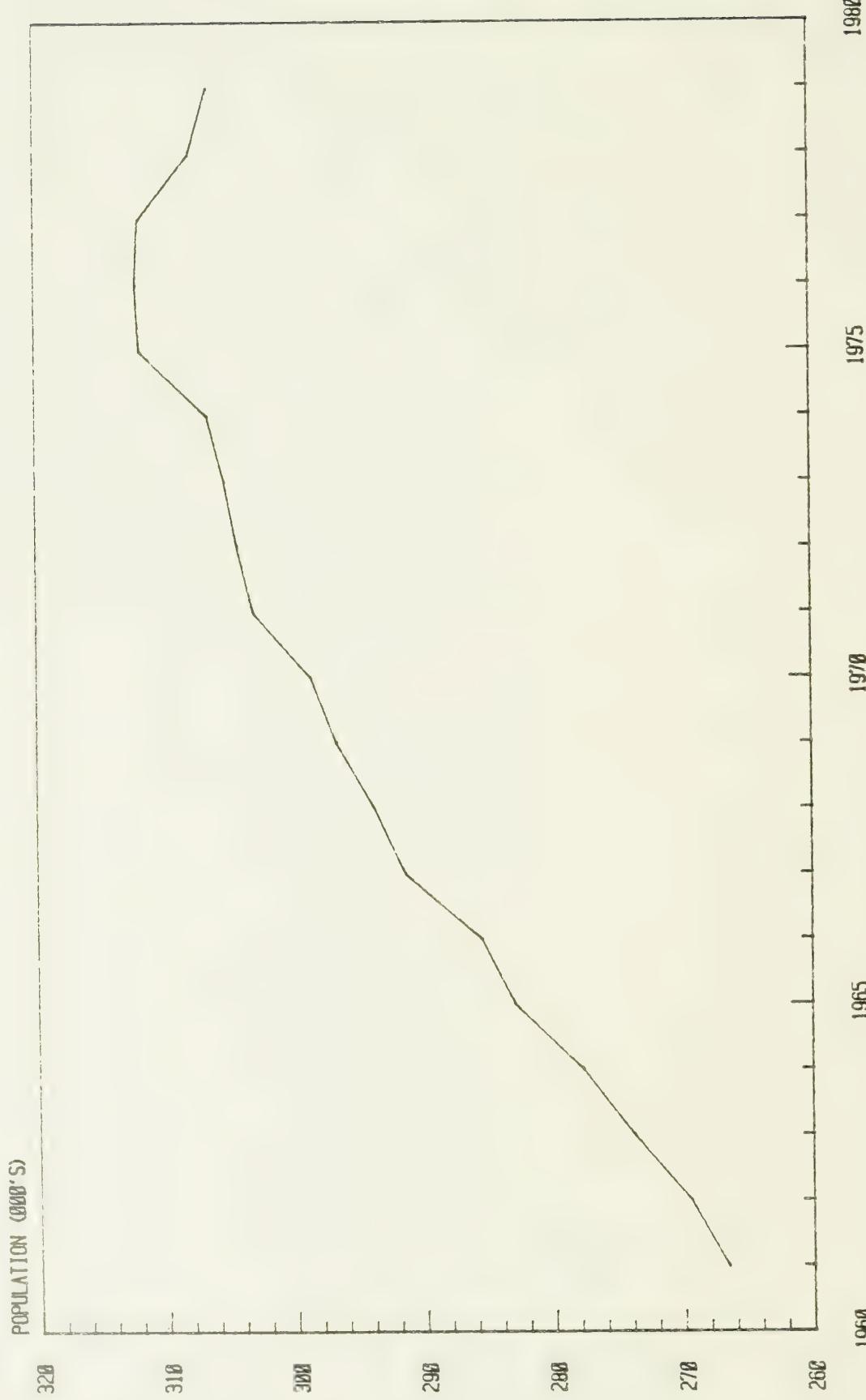
The City of Hamilton has largely experienced steady growth since 1944. However, since 1976, the trend has changed, and a slight annual decrease in population has occurred. (See Figure 1) This recent decline can be attributed to:

- A decline in foreign and domestic immigration to Ontario due to a variety of factors;
- An aging of the post-war "baby-boom";
- A reduction in the average household size⁽¹⁾ due to declining birthrates, delayed family formation and changing social values; and,

(1) In 1979, the average number of persons per unit was 2.7, compared to 3.0 "p.p.u." in 1973.

SOURCE: Hamilton-Wentworth Planning and Development Department, Land Use Characteristics, 1980.

FIGURE 1 - POPULATION TREND (1961 TO 1979); Hamilton



Source: Hamilton Official Plan Appendix, 1980.

- The perceived attractiveness of outer suburban municipalities as a preferred choice of living environment, and a net out-migration from the City.

Since 1961, the average annual growth rate in population for the City has been below that of the Province and the Region. (See Figure 2)

The population breakdown, by age, from 1974 to 1979, (see Figure 3) in the City is characterized by:

- a decline of 0.7% in the 0 to 4 age group
- a decline of 2.7% in the 5 to 18 age group;
- a 1.9% increase in the 19 to 64 age group; and,
- a 1.5% increase in the age group 65 and over.

Between 1974 and 1979, the City experienced a shift in population distribution. Since 1974, the Central Area of the City has been characterized by an increase in population, while the remainder of the lower City and older areas on the Mountain have declined in population. (See Map 2)

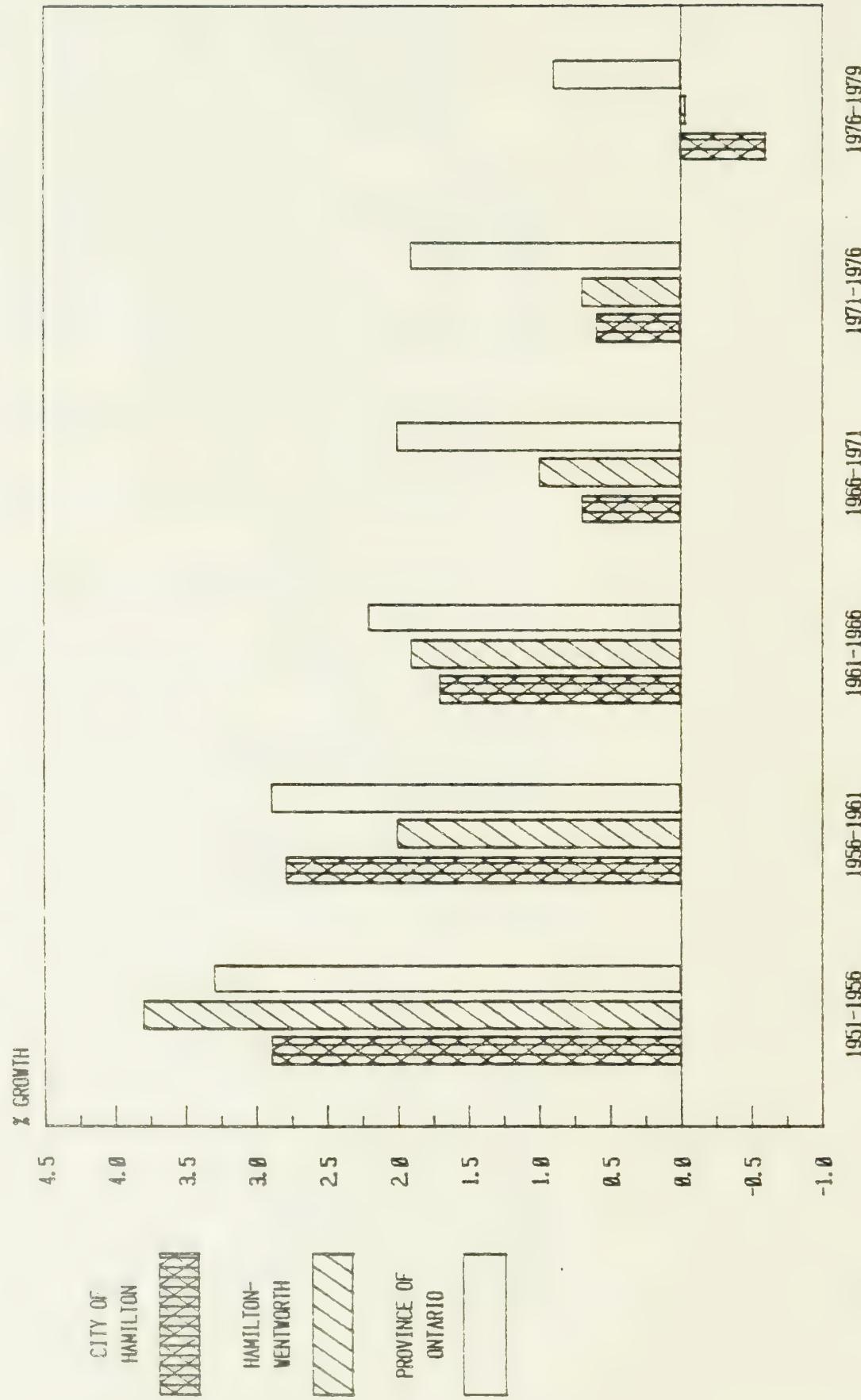
3.3 EXISTING POPULATION

The 1979 assessed population for Hamilton is 306,538.

● SPATIAL DISTRIBUTION

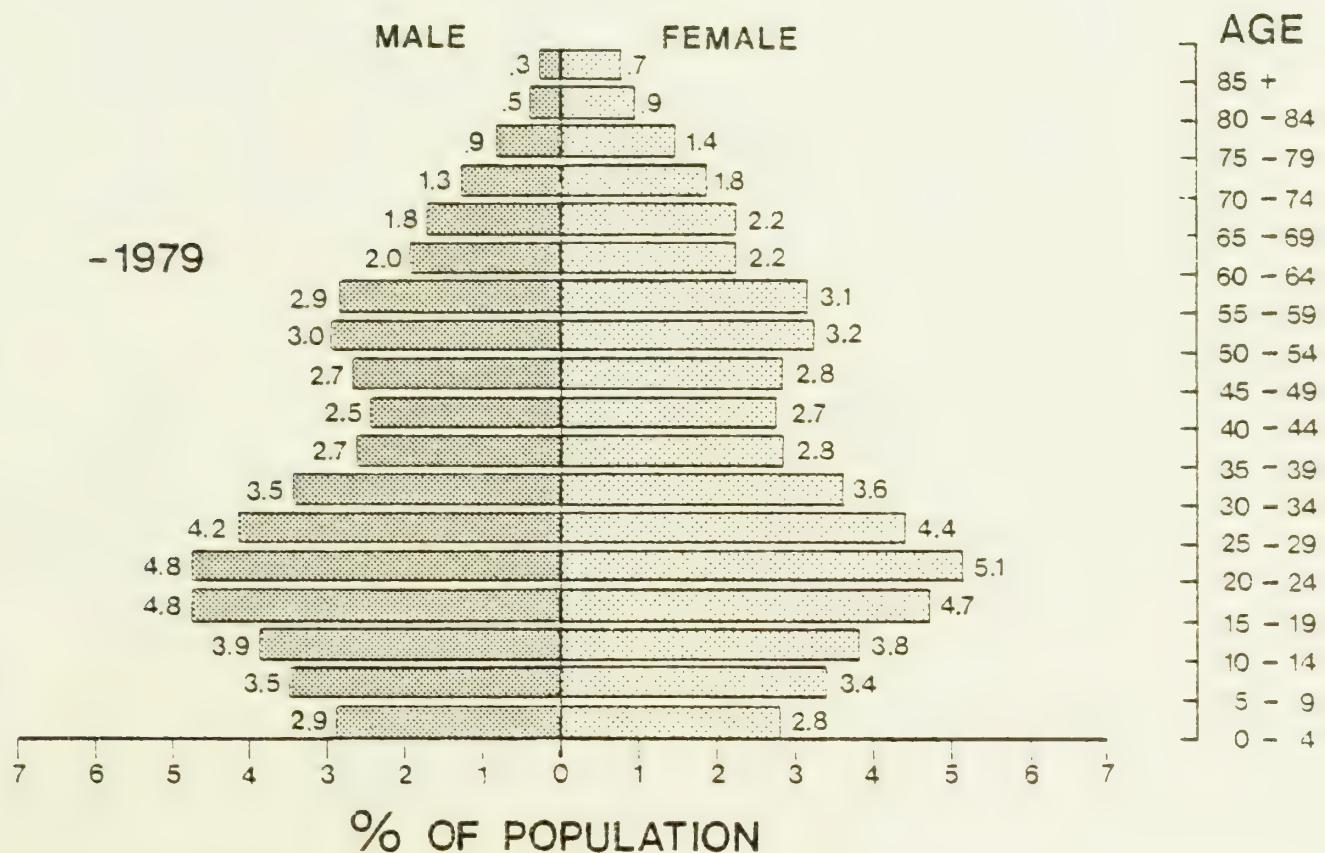
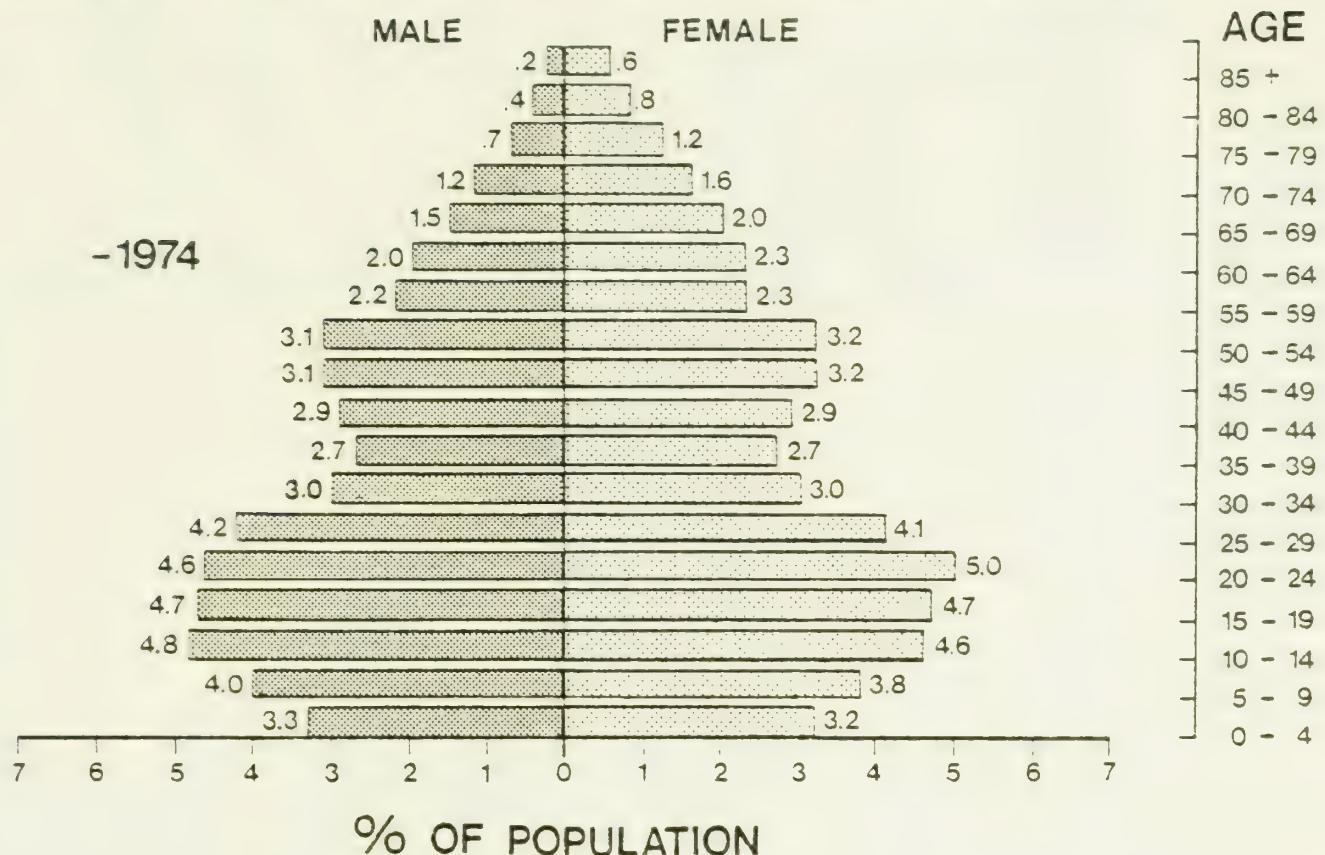
Approximately 64% of the City's residents live below the Mountain, and 36% above. The highest concentration of population is located in the Central Area of the City and in the inner-city between Main Street and the C.N.R. Mainline. The least populated area in the City is the undeveloped south Mountain. (See Map 3);

FIGURE 2 - AVERAGE ANNUAL POPULATION GROWTH RATE



Source: Hamilton-Wentworth Planning and Development Department, 1980

Figure 3-Age and Sex Population Pyramid



Change in Population from 1974 to 1979 by neighbourhood

legend

901

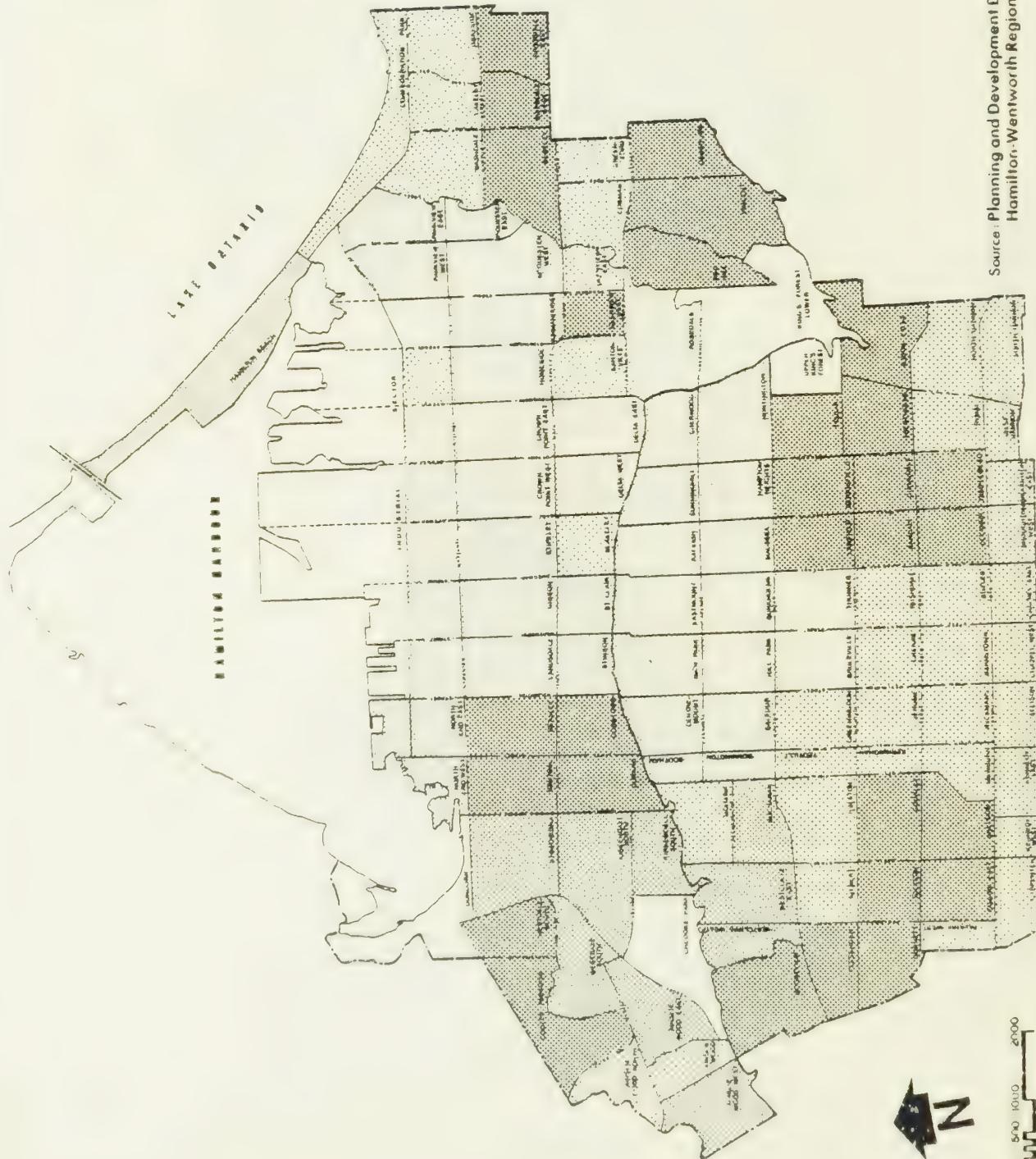
no change (± 100)

decline

not residential

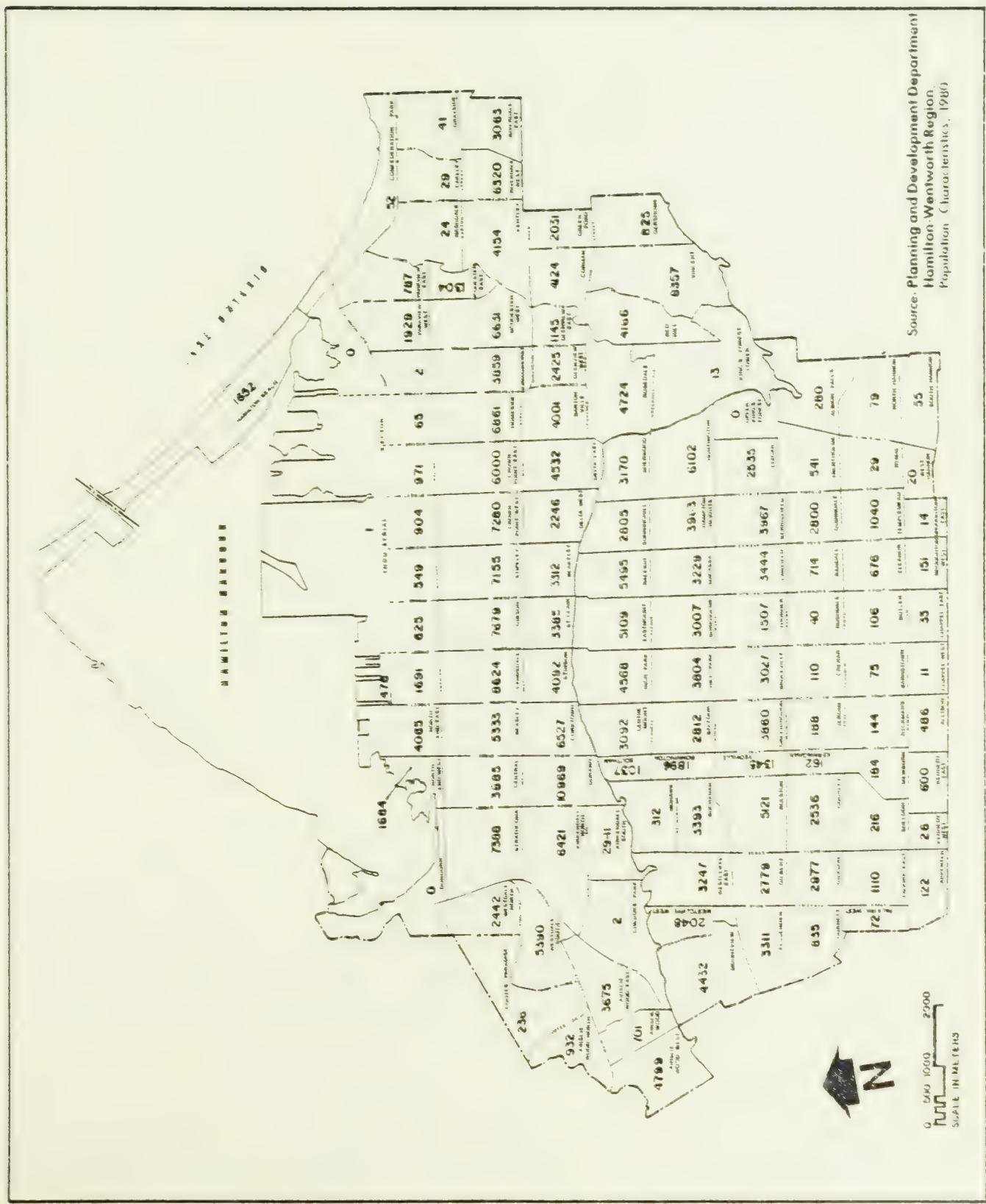
map 2

Source: Planning and Development Department
Hamilton-Wenworth Region, 1980.



Population
Concentration
(1979)
by neighbourhood

map 3



- COMPOSITION BY AGE AND SEX The composition of the City's 1979 population by age groups and sex is characterized by the following:

TABLE 1 - POPULATION COMPOSITION

AGE GROUP	% MALE		% FEMALE		TOTAL ⁽¹⁾ MALE & FEMALE	% TOTAL MALE & FEMALE
	MALE	TOTAL	FEMALE	TOTAL		
0- 4	8,741	6.1	8,459	5.5	17,200	5.8
5-18	33,269	23.2	32,131	20.9	65,400	22.1
19-64	85,501	61.0	91,333	60.0	179,434	60.4
Over 64	14,028	9.8	20,757	13.5	34,785	11.7
TOTAL	143,539	100.0	153,280	100.0	296,819	100.0

SOURCE: Hamilton-Wentworth Planning and Development Department, Population Characteristics, 1980

The overall male-female ratio is 48.4 : 51.6.

- POPULATION DENSITIES The four neighbourhoods⁽²⁾ in the Central Area except for two other neighbourhoods (see Map 4) have the highest concentration of people per net hectare. Generally, this is attributed to the large number of apartment units in the area.

Lower City neighbourhoods north of Main Street also have a relatively high population density. Conversely, neighbourhoods on the south and west Mountain have low densities. (see Map 4)

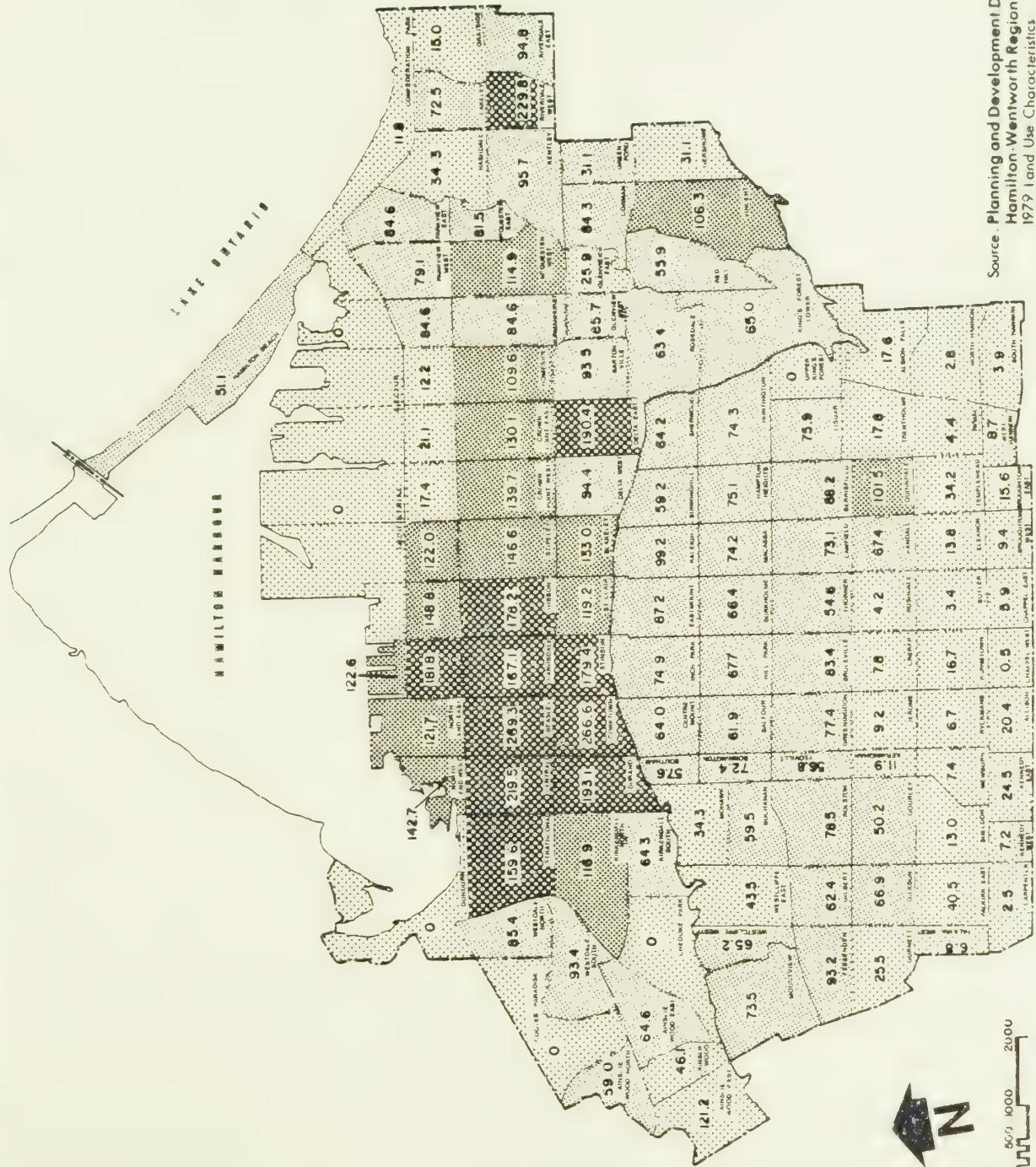
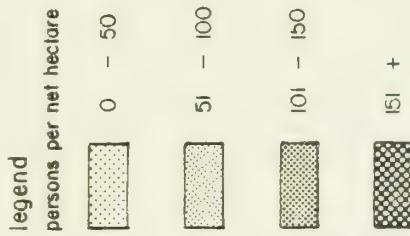
3.4 POPULATION PROJECTIONS Reliable population projections are difficult to establish due to changing and unforeseen social, economic and political factors. In addition, projections vary, depending on the sources of information, base year utilized, methodology used, and the period for which projections are made. Since 1973, the following four population projections were established for Hamilton:

- In 1973, the Ontario Ministry of Treasury, Economics and Inter-

(1) Male and Female does not include 9,530 people in "Age Not Known" group.

(2) Beasley, Central, Corktown and Durand Neighbourhoods.

Population Density
(1979)
by neighbourhood



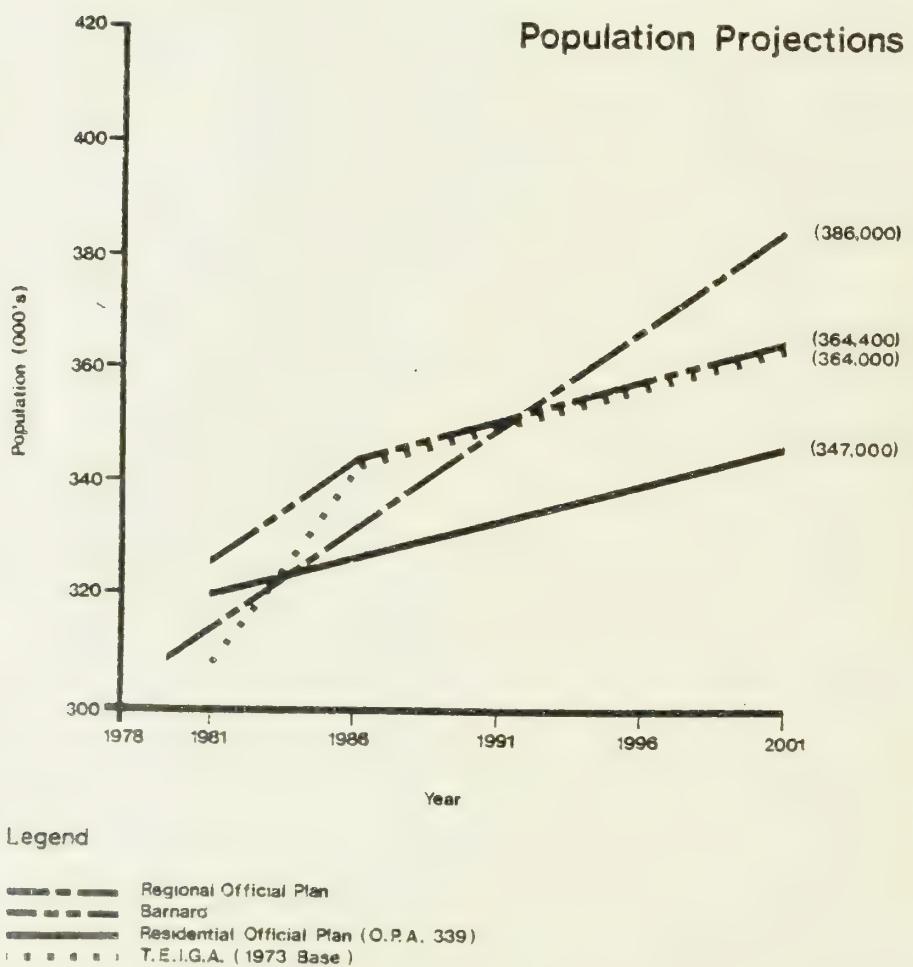
map 4

Source: Planning and Development Department
Hamilton-Wentworth Region
1979 Land Use Characteristics
1979 Population Characteristics

0 500 1000 2000
SCALE IN METERS

governmental Affairs (now the Ministry of Treasury and Economics) projected an estimated population of 364,000 for the City to the year 2001;

- In 1976, the Peter Barnard Housing Study projected an average growth rate of 0.7% to 1986, which represented a population of 343,000, and a 0.4% increase per annum from 1986 to 2001, resulting in a population of 364,400;
- In 1978, the City of Hamilton projected a population growth of 0.5% per annum to 1986, representing a population of 327,500. The City's 2001 population projection is 347,000; and,
- In 1980, the Regional Official Plan forecasted a population of 386,000 for the City to the year 2001.



Section 4: Economic Characteristics

4.1 INTRODUCTION

The economic characteristics of the City reveal the following:

- a substantial increase in service sector employment, compared to a relative drop in manufacturing employment; (1)
- a significant increase in employment since 1971;
- since 1971, the Hamilton CMA has enjoyed a higher per capita personal disposable income, when compared to the province or the nation;
- the average annual growth rates in per capita personal disposable incomes and retail expenditures from 1971 to 1979 are slightly lower than Ontario;
- retail expenditures, as a percentage of disposable income for the Hamilton CMA from 1971 to 1979, has experienced a greater decline than the province or the nation; and,
- the actual dollar value of the Hamilton CMA per capita retail expenditures has steadily increased since 1971.

4.2 EMPLOYMENT⁽¹⁾

The employment structure of the City has traditionally been dominated by the manufacturing sector. (2) However, a relative drop of employment in manufacturing has occurred in recent years. For example, from 1961 to 1971, employment in the manufacturing sector, as a percentage of the total employment, declined by 5.8%, while services, public administration and finance increased by 5.1%. (See Table 2)

(1) Employment estimates are defined as the total number of employees working in the City of Hamilton.

(2) Manufacturing sectors are industries which produce finished or unfinished commodities.

Employment estimates for the Hamilton Census Metropolitan Area (CMA) (1) indicate a constant annual increase from 1975 to 1979. In fact, the 1978 to 1979 employment in the CMA increased by some 13,000, representing a 5.4% net increase. This was the highest single annual increase since 1975. (See Table 3) During the eight-year period from 1971 to 1979, employment in the Hamilton CMA has grown by 83%. The growth in number of jobs, coupled with the recent trend of shift in employment from the manufacturing sector to the servicing sector, suggests that the Hamilton CMA is becoming economically more diversified.

TABLE 2 - EMPLOYMENT BY SECTOR FOR THE CITY OF HAMILTON

SECTOR	% EMPLOYMENT BY SECTOR	
	1961	1971
Agriculture	2.7	1.6
Forestry	0.1	0.1
Fishing and Trapping	0.1	0.1
Mines and Milling	0.2	0.2
Manufacturing Industries	40.3	34.5
Construction	7.0	6.3
Transportation, Communications and Other Utilities	6.2	4.9
Trade	15.8	15.1
Finance, Insurance and Real Estate (2)	3.3	4.0
Community, Business and Personal Security Industries (2)	19.0	23.3
Public Administration and Defence (2)	3.6	3.7
Industry unspecified	1.9	6.4

SOURCE: 1961 Census Canada: Vol.3, Part II, Table 4
1971 Census Canada: Cat. 94-742

(1) CMA includes the Town of Grimsby, the City of Burlington and all Municipalities in the Hamilton-Wentworth Region.

(2) Constitutes "service" sector.

TABLE 3 - EMPLOYMENT ESTIMATES FOR HAMILTON CMA

YEAR	ANNUAL ESTIMATES (000)	% ANNUAL INCREASE
1975	224	
1976	235	4.9
1977	239	1.7
1978	240	0.4
1979	253	5.4

SOURCE: Census Canada: Cat. 71-001, Estimates of Employment Survey

4.3 FAMILY INCOME
AND WEEKLY
EARNINGS

Average weekly earnings per capita in the Hamilton CMA have been consistently above the average for Ontario. However, the average family incomes, although very similar to the Ontario average, are slightly lower. (See Table 4)

TABLE 4 - AVERAGE INCOME

YEAR	HAMILTON CMA	ONTARIO
AVERAGE FAMILY INCOME	1971 9,931	11,143
	1973 13,542	13,912
	1975 17,745	18,047
	1977 20,984	21,600
AVERAGE WEEKLY EARNING	1971 147.65	143.04
	1972 159.40	154.92
	1973 170.85	165.70
	1974 186.42	181.43
	1975 211.42	204.85
	1976 237.95	228.72
	1977 257.83	243.46
	1978 276.05	264.04
	1979 300.97	283.90

SOURCE: Statistics Canada: Cat. 13-207 and 72-002.

4.4 DISPOSABLE
INCOME

By comparing the per capita disposable income (PDI)⁽¹⁾ for the Hamilton CMA with that of Ontario and Canada from 1971 to 1979, the following is revealed:

- The Hamilton CMA has enjoyed a higher PDI than the provincial and national averages; (See Table 5)
- Personal disposable income for the Hamilton CMA increased from \$3,320 to \$8,364, representing a compound annual increase of 12.2%. (See Table 5); and,
- In 1979 alone, the PDI for the Hamilton CMA increased by only \$654, representing an 8.5% increase from the previous year. (See Table 5)

However, to obtain a realistic appreciation of disposable income, inflation should be taken into account. Taking 1971 as a base of 100, the consumer price index⁽²⁾ rose 91.2 points from 1971 to 1979. (See Table 6) Thus, the 1979 per capita disposable income in the Hamilton CMA amounted to \$8,364 in actual⁽³⁾ dollars, an increase of 151.9% over 1971. However, in "real" converted⁽⁴⁾ dollars, which considers 1979 as the base year, the increase is in the order of only 31.9%. (See Table 5)

(1) PDI is personal income less personal direct taxes.

(2) The Consumer Price Index measures the % change in the cost of purchasing of goods and services in a specified time period.

(3) ACTUAL means the recorded dollar figures for a given year.

(4) CONVERTED means adjusted to the purchasing power of the dollar based on its real value in 1979.

TABLE 5 - PERSONAL DISPOSABLE INCOME PER CAPITA

	HAMILTON CMA		ONTARIO		CANADA	
	ACTUAL	CONVERTED TO 1979 \$	ACTUAL	CONVERTED TO 1979 \$	ACTUAL	CONVERTED TO 1979 \$
1971	3320	6341	3087	5896	2694	5146
1974	4460	6824	4360	6671	3920	5998
1975	5170	7135	5010	6914	4520	6238
1976	6200	7936	5880	7526	5370	6874
1977	6930	8247	6510	7747	5860	6973
1978	7710	8404	7149	7791	6535	7123
1979	8364	8364	7798	7798	7263	7263
% Change from 1971 to 1979	151.9	31.9	132.6	32.3	169.6	41.1
Compound Annual Growth Between 1971-1979	12.2	3.5	12.3	3.6	13.2	4.4

SOURCE: Financial Post - Survey of Market
 Statistics Canada: Cat. 13-001 - National Income and Expenditures

TABLE 6 - CONSUMER PRICE INDEX

YEAR	(1971=100)	(1979=100)	CONVERSION FACTOR TO 1979 DOLLARS
1971	100.0	52.3	1.91
1972	104.8	54.8	1.82
1973	112.7	58.9	1.70
1974	125.0	65.4	1.53
1975	138.5	72.4	1.38
1976	148.9	77.9	1.28
1977	160.8	84.1	1.19
1978	175.2	91.6	1.09
1979	191.2	100.0	1.00

SOURCE: Census Canada

Accordingly, when 1979 is considered as the base year, the converted PDI for the Hamilton CMA from 1971 to 1979 grew at a compound annual rate of only 3.5%.

It is interesting to note that the Hamilton CMA (during the period from 1974 to 1978), in terms of converted (1979) dollars, enjoyed a higher net increase in PDI than either the provincial or national figures (i.e. +\$1,580 vs. +\$1,120 and +\$1,125 respectively). However, while the actual dollar increase reported between 1978 and 1979 amounts to 8.5%, when converted to real 1979 dollars, it represents an actual negative growth of 0.5%.

4.5 RETAIL EXPENDITURES

Retail expenditures per capita for the Hamilton CMA have increased from 1971 to 1979 at a compound average of 9.4% per year. However, when inflation is taken into account by converting past retail expenditures to 1979 dollars, growth was much lower, an increase of only 0.9% per annum. (See Table 7).

Indeed, since 1976, retail expenditures per capita (in 1979 dollars) have been dropping at the rate of 3.4% annually. This trend can be attributed, in part,

TABLE 7 - RETAIL EXPENDITURES PER CAPITA

	HAMILTON CMA	ONTARIO	CANADA
	ACTUAL	CONVERTED TO 1979 \$	ACTUAL
1971	1567	2993	1567
1974	1970	3014	2057
1975	2220	3064	2344
1976	2700	3456	2548
1977	2730	3249	2718
1978	2950	3216	2986
1979	3207	3207	3235
% Change from 1971 to 1979	104.7	7.2	106.4
Compound Annual Growth Between 1974-1979	9.4	0.9	9.5

SOURCE: Statistics Canada: Cat. 13-001 - National Income and Expenditures

to the relative slowing of annual growth in per capita disposable income for the same time period.

Retail expenditures, as a percentage of personal disposable income, have been declining for the Hamilton CMA, Ontario and Canada. For example, in 1961 Canadians, as a whole, were spending 59.7% of their disposable income on retail purchases. By 1979, this figure had declined to 44.6%. For Hamiltonians, the figure was only 38.3% in the same year. (See Table 8) This trend can mainly be attributed to the fact that per capita retail sales have not been increasing as fast as growth in per capita disposable incomes.

Given that Hamilton CMA experienced a greater "per capita" PDI and a lower retail expenditure than the provincial and national averages in 1979, it can be assumed that Hamiltonians may continue to enjoy a greater residual PDI, after retail expenditures, than their provincial and national counterparts. In other words, Hamiltonians may enjoy a greater ability to purchase in other areas such as recreation, housing or investments.

TABLE 8 - PER CAPITA RETAIL EXPENDITURES AS A PERCENTAGE OF DISPOSABLE INCOME⁽¹⁾

	1961	1971	1974	1975	1976	1977	1978	1979
HAMILTON CMA	52.3	47.1	44.2	42.9	43.5	39.4	38.3	38.3
ONTARIO	57.9	50.8	47.2	46.8	43.3	41.8	41.8	41.5
CANADA	59.7	53.6	51.0	50.1	46.3	45.1	44.8	44.6

Source: Hamilton-Wentworth Planning and Development Department, 1980

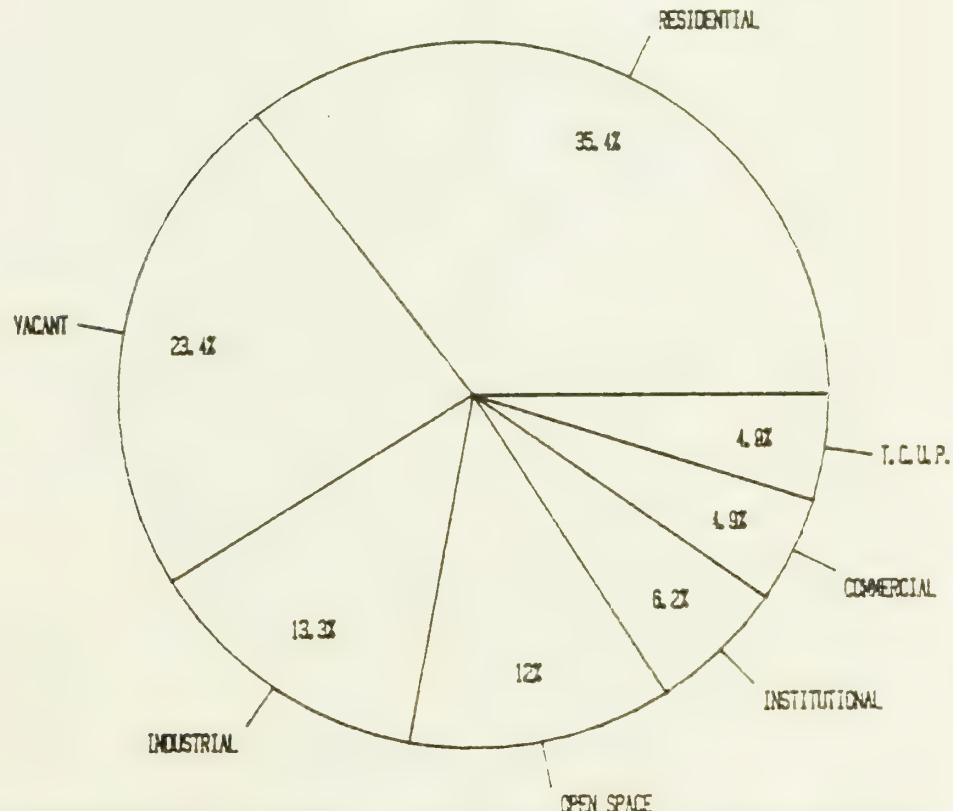
(1) Percentage will be the same, regardless of actual or converted dollars.

Section 5: Land Use Characteristics

5.1 INTRODUCTION

The existing land use pattern⁽¹⁾ in the City of Hamilton is characterized by:

- a concentration of heavy industrial uses adjacent to the waterfront;
- older residential uses below the Mountain, with transitional and redeveloping sectors in the Central Area of the City;
- stable residential areas on and below the Mountain;
- new residential development in the developing areas on the south Mountain;
- a trend towards mixed-use redevelopment in the Central Area;
- the following land use breakdown: (2)



(2) Source: Hamilton-Wentworth Planning and Development Department Land-use Characteristics, 1980

(1) See existing Land Use Map, back cover.

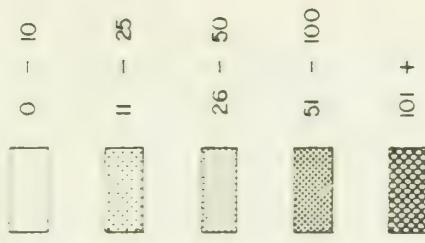
5.2 RESIDENTIAL

Residential uses in Hamilton comprise the largest single land use, consisting of 3,733 hectares or 35% of the City's total land area. The housing stock is not distributed evenly throughout the City with respect to type or density. For example:

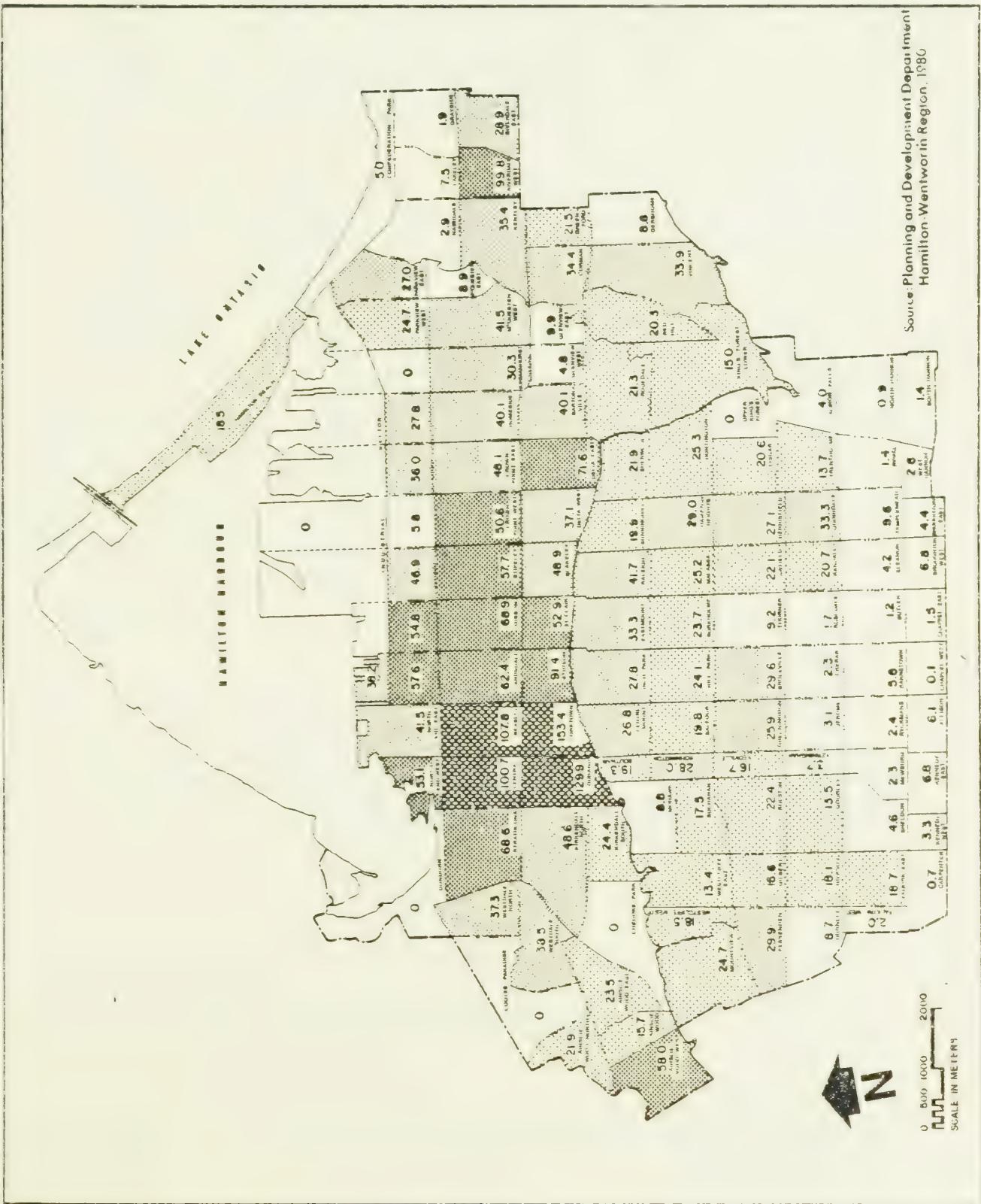
- In 1979, almost half (47%) of the housing stock consisted of single-family detached units. The proportion of single detached units to the total housing unit breakdown has been decreasing slightly over the past several years. (See Table 9)
- The highest number of units per net residential hectare are found in the four central area neighbourhoods⁽¹⁾, with the lowest densities being on the south Mountain. (See Map 5)
- In 1979, the total housing starts for the City of Hamilton was 353 units, which was about 41% less than the 1978 figure. In addition, the number of completions in 1979 dropped by almost 1,300 units. This decline is a result of the recent unfavourable economic conditions experienced in the housing market. Given that housing starts in 1979 dropped substantially from the 1978 totals, it can be assumed that housing completions may be lower in 1980, unless an increase in new housing starts is initiated by the market. (See Table 10).
- From 1974 to 1979, a total of 6,724 new apartment units were produced in Hamilton. However, 83.2% of these were produced prior to 1978, essentially saturating the market with apartment units. Thus, with apartment vacancy rates at only 2.7% in 1975, overproduction increased this figure to 4.9% in 1977. The housing industry responded by

⁽¹⁾ Beasley, Central, Corktown and Durand Neighbourhoods.

Units Per Net Residential Hectare (1979) by neighbourhood legend



map 5



severely limiting new construction, and in 1979, production of apartments was only 12% of 1977 levels. Market demand has been absorbing this surplus, and by 1979, vacancy rates had declined to 2.6%, and in 1980 dropped to 1.7%. (1)

- Future major additions to the existing housing stock will occur in the developing neighbourhoods south of Mohawk Road and west of Red Hill Creek.

5.3 DWELLING UNIT BREAKDOWN

From 1974 to 1979, the total number of dwelling units consisting of:

- single-family detached units;
- semi-detached units;
- row townhouses;
- apartments; and,
- others,

increased by 10,406 units. (See Table 9) The four major residential dwelling unit categories accounted for 96.5% of the total dwelling units in the City for 1979. The remaining 3.5% is composed of duplexes, nursing homes, boarding houses and others.

TABLE 9 - HOUSING UNITS BREAKDOWN

YEAR	TOTAL	ROW				
		SINGLES	SEMI'S	TOWNHOUSES	APARTMENTS	OTHER
1974	110,253	55,513	17,314	3,778	30,084	3,564
%	100.0	50.4	15.7	3.4	27.3	3.2
1979	120,659	56,680	16,387	6,511	36,808	4,273
%	100.0	47.0	13.6	5.4	30.5	3.5

SOURCE: Hamilton-Wentworth Planning and Development Department, Land Use Characteristics, 1975 and 1980.

(1) Source: Hamilton-Wentworth Planning and Development Department, Monitoring the Housing Market, 1980.

Canada Mortgage and Housing Corporation, Rental Apartment Vacancy Survey, 1980.

TABLE 10 - HOUSING STARTS AND COMPLETIONS FOR THE CITY OF HAMILTON

	1978		1979	
UNIT TYPE	HOUSING STARTS	HOUSING COMPLETIONS	HOUSING STARTS	HOUSING COMPLETIONS
SINGLE	344	472	278	327
SEMI	120	263	59	94
ROW	7	244	16	16
APTS.	126	943	-	187
TOTAL	597	1922	353	624

SOURCE: Canada Mortgage and Housing Corporation, 1978 and 1979

5.4 COMPARATIVE
HOUSING
PRICES

In a June, 1980 survey of the price of a three-bedroom bungalow on a 510 m² serviced lot in the ten largest cities in Ontario (excluding Metropolitan Toronto), Hamilton ranked fifth in dollar value (\$59,000). When the same price comparison was made for a four-bedroom, two-storey home on a 605 m² serviced lot, Hamilton also ranked fifth (\$85,000). (See Table 11)

National comparisons revealed that:

- the same three-bedroom bungalow ranked 8th in dollar value; and,
- the four-bedroom bungalow ranked tenth. (See Table 12)

The prices described above and illustrated on Tables 11 and 12 should be read with caution, since many factors influence house prices in different regions. For example:

- difference in provincial economic growth rates;
- different competitive positions of cities;

TABLE 11 - COMPARATIVE HOUSING PRICES IN TEN LARGEST CITIES IN ONTARIO (1)

	HOUSE A (2)			HOUSE B (3)		
	PRICE (\$)(4) OCTOBER, 1979	PRICE (\$)(4) JUNE, 1980	% CHANGE	PRICE (\$)(4) OCTOBER, 1979	PRICE (\$)(4) JUNE, 1980	% CHANGE
HAMILTON	57,000	59,000	3.5	79,000	85,000	7.6
OTTAWA	62,500	62,800	0.5	89,500	89,500	-
MISSISSAUGA	74,000	78,000	5.4	95,000	102,000	7.4
LONDON	59,800	61,200	2.3	86,500	88,900	2.6
WINDSOR	76,000	70,500	-7.1	114,000	106,000	-7.0
KITCHENER	56,000	57,500	2.7	77,000	79,000	2.6
ST. CATHARINES	52,500	54,500	3.8	73,500	75,000	2.0
THUNDER BAY	78,000	76,000	-2.6	120,000	117,000	-2.1
OSHAWA	58,100	58,900	1.4	79,900	80,500	0.8
SUDBURY	57,000	-	-	84,500	84,500	-
TORONTO (METRO)	(88,150)	(92,500)	(4.9)	(123,375)	(130,500)	(5.8)

SOURCE: Royal Trust, Current Perspectives of Canadian Real Estate, 1980

(1) Cities shown in order of size based on 1976 population.

(2) A three-bedroom bungalow with 1-1/2 baths, 112.0m² in floor area on a 510.0m² serviced lot, one to five years old.(3) A four-bedroom two-storey with 2-1/2 baths, 186.0m² in floor area on a 605.0m² serviced lot, five to eight years old.

(4) Actual (unconverted) dollars.

TABLE 12 - COMPARATIVE HOUSING PRICES IN TEN LARGEST CITIES IN CANADA (1)

	HOUSE A (2)			HOUSE B (3)		
	PRICE (\$)(4) OCTOBER, 1979	PRICE (\$)(4) JUNE, 1980	% CHANGE	PRICE (\$)(4) OCTOBER, 1979	PRICE (\$)(4) JUNE, 1980	% CHANGE
MONTRÉAL (METRO)	46,830	52,500	12.1	81,430	90,860	11.6
TORONTO (METRO)	88,150	92,500	4.9	123,375	130,500	5.8
VANCOUVER	89,750	110,080	22.7	132,580	160,500	21.1
WINNIPEG	63,325	64,625	2.1	95,875	97,000	1.2
CALGARY	97,800	107,000	9.4	158,000	182,600	15.6
EDMONTON	89,300	93,390	4.6	134,140	139,440	4.0
HAMILTON	57,000	59,000	3.5	79,000	85,000	7.6
OTTAWA	62,500	62,800	0.5	89,500	89,500	-
QUEBEC CITY	52,000	54,250	4.3	85,000	88,550	4.2
HALIFAX	61,000	64,500	5.7	105,000	114,500	9.1

SOURCE: Royal Trust, *Current Perspectives of Canadian Real Estate, 1980*

(1) cities shown in order of size based on 1976 population.

(2) A three-bedroom bungalow with 1-1/2 baths, 112.0m² in floor area on a 510.0m² serviced lot, one to five years old.(3) A four-bedroom two-storey with 2-1/2 baths, 186.0m² in floor area on a 605.0m² serviced lot, five to eight years old.

(4) Actual (unconverted) dollars.

- varied market supply and demands;
- differences in local development levies;
- different construction costs;
- different servicing standards; and,
- different locational characteristics.

5.5 COMMERCIAL

The existing inventory of commercial uses amounts to 514 hectares or almost 5% of the total area of the City. Commercial uses are differentiated as follows:

- CENTRAL AREA

The Central Area of Hamilton, which represents the Central Business District, is the most important commercial area. Major retail commercial activity extends along King Street from James to Wentworth Streets and along James Street between Main and Cannon Streets. The Central Area offers the widest range of retail goods in the City and the Region. The Area contains a number of major and minor department stores, Lloyd D. Jackson Square, the Farmers' Market and many specialty shops. With over 110,000m² of retail floorspace, the Central Area of the City is the major focal point for shopping.

- MAJOR SHOPPING CENTRES

Major shopping centres in the City rank second in the retail hierarchy, primarily because they are smaller in size than the Central Area and may not offer the complete range of specialty shops. The major shopping centres in the City vary in size, location and type of major department store. (See Table 13)

TABLE 13 - MAJOR SHOPPING CENTRES IN HAMILTON

SHOPPING CENTRE	LOCATION	MAJOR & MINOR DEPT. STORE PRESENT (ANCHOR STORE)	TOTAL GROSS FLOOR AREA OF CENTRE (APPROX.)
Eastgate Square	Queenston Road at Centennial Parkway	Eaton's, Robinson's Woolco	48,300m ²
Greater Hamilton Shopping Centre (Centre Mall)	Barton Street between Ottawa Street & Kenilworth Ave.	Sears, Robinson's	64,200m ²
Jackson Square	James & King Streets	Eaton's	50,100m ²
Queenston Mall/ Towers	Nash & Queenston Roads	Towers, Canadian Tire	28,500m ²
Mountain Plaza (Mountain Mall)	Fennell Avenue at Upper James	Woolco	26,200m ²
Limeridge Mall (under construction)	Upper Wentworth at Limeridge	Eaton's, Sears, Robinson's	83,000m ²

Source: Hamilton-Wentworth Planning and Development Department Commercial Background Study, 1977

- EXTENDED COMMERCIAL

Extended commercial retail nodes are found along portions of existing major arterial roads. (See existing Land Use map.) Unlike shopping centres, extended commercial retail nodes lack both the concentration of retail activity, and the presence of major anchor stores. Extended commercial retail nodes have evolved largely to cater to the automobile-borne and pedestrian shopper.
- LOCAL COMMERCIAL

Local commercial retail uses are found scattered throughout the City. Generally, they are located near residential areas and attract shoppers from the immediate vicinity. Local commercial retailers traditionally function as corner-convenience stores to meet the daily needs of residents.

5.6 INDUSTRIAL

The existing concentrations of industrial uses amount to almost 1,400 hectares or 13% of the City's total land area. Industrial uses are located along the harbour front, Queen Elizabeth Way (in the vicinity of Centennial Parkway), and Highway 403 between Main Street West and Aberdeen Avenue. The East Mountain Industrial Park located at the southeast limits of the City represents some 240 hectares which, being the only major area remaining for future industrial uses in Hamilton, and fully serviced, is available for new industrial development. The average selling price of land per hectare in the industrial park is approximately \$18,200. (1980), a price competitive with other cities in Southern Ontario. Almost all of the other existing industrial areas in the City are fully developed.

TABLE 14 - COMPARATIVE INDUSTRIAL LANDS IN
SOUTH-CENTRAL ONTARIO

CITY	AVAILABLE LAND (HECTARES)	AVERAGE PRICE PER HECTARE (DOLLARS)	SERVICED	
			FULL	PARTIAL
HAMILTON	243	18,200	*	-
BURLINGTON	130	35,200	-	*
GUELPH	167	15,000	-	*
KITCHENER	24	15,400	*	-
OSHAWA	150	22,210	*	-
ST. CATHARINES	48	13,000	-	*

SOURCE: *Financial Post, Special Report, July, 1980*

5.7 OTHER LAND USES

Other land uses in the City include:

● OPEN SPACE

Open space in Hamilton accounts for 1,265 hectares or 12% of the City's total land area. The inventory of open space includes:

- local parks, for both active and passive recreation;

- major parks, such as Confederation Park, which have a region-wide appeal;
- natural features, such as the Niagara Escarpment, Red Hill Valley, Coote's Paradise, and Royal Botanical Gardens.
- specialized open space areas, including golf courses, cemeteries; and,
- private open space.

● **INSTITUTIONAL USES** Institutional uses account for 656 hectares or 6.1% of the total land area of the City. Major institutional developments include McMaster University, Mohawk College, Hamilton Psychiatric Hospital, Chedoke Hospital and the Hamilton Sanatorium, civic developments in the Central Area, and others. In addition, other institutional uses such as churches and schools are found throughout the developed portions of the City.

● **UTILITY USES** Utility uses, including transportation and communications corridors, account for 504 hectares or 4.8% of the total land area in the City, and are found throughout the City.

● **VACANT LAND** Almost 2,500 hectares or 23% of the lands in the City are vacant undeveloped lands. Vacant areas in the City include:

- lands in the inner-city which have been cleared and are awaiting redevelopment (e.g., York Blvd., McAnulty Area);
- lands created from filling in harbour waterlots;
- lands on the South Mountain (i.e., south of Limeridge Road), which will accommodate anticipated future population growth in the City; and,
- some farmland, approximately 790 hectares, is still in production within the City Limits.

Section 6: Services

6.1 INTRODUCTION

The functioning of a large urban centre as Hamilton is dependent on the equitable availability of essential services, consisting of:

- community services;
- protective services; and,
- engineering services

6.2 COMMUNITY SERVICES

Major community services provided by the Municipality, Region, and various Boards include:

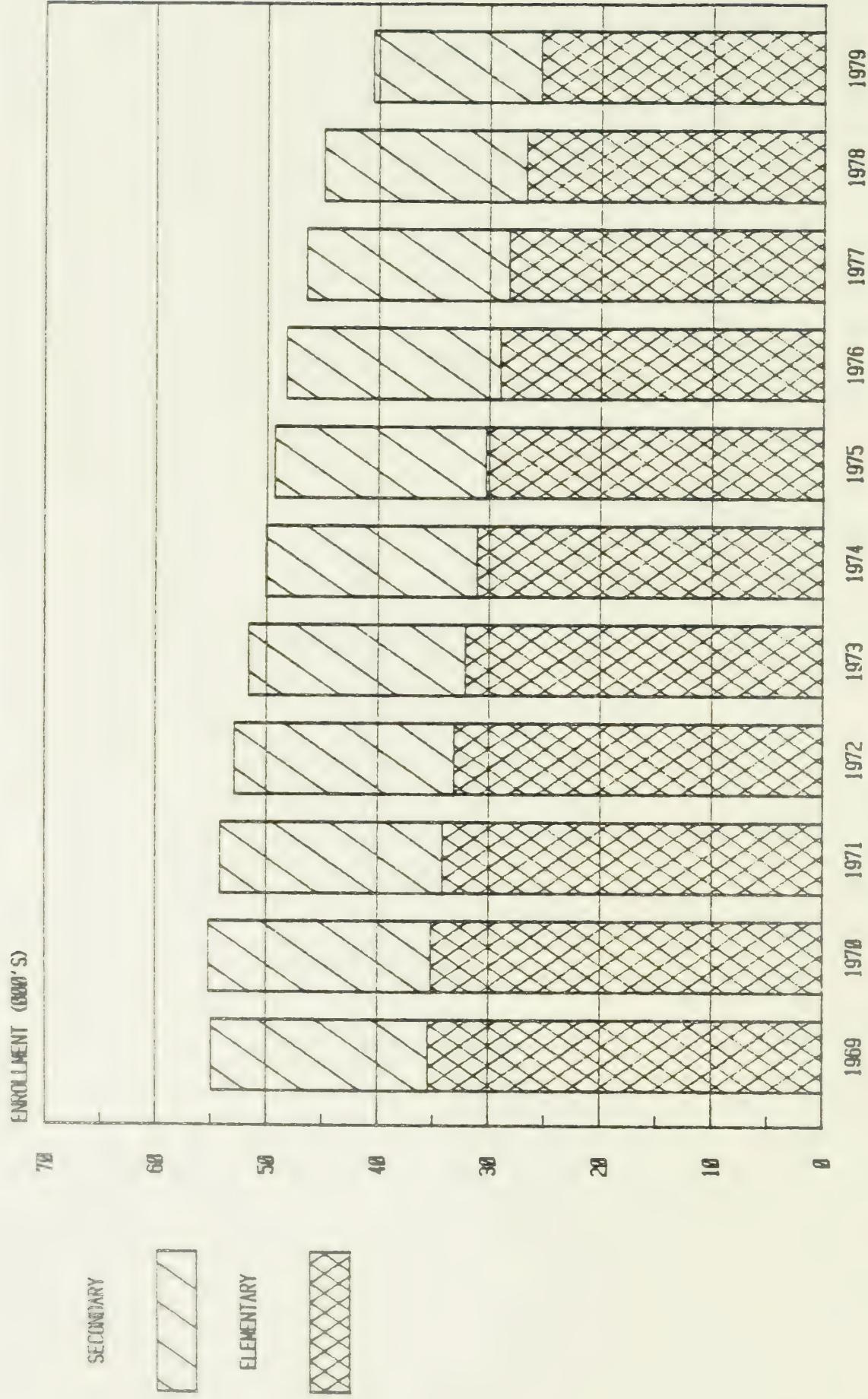
- schools,
- parks and recreation areas;
- libraries;

● SCHOOLS

In 1819, the Legislature passed an Act establishing a public school in Hamilton. The first school house was a log cabin, erected in 1820, and by the mid 1830's, there were 28 private schools. The Board of Trustees for common schools was organized on November 25th, 1847. Not until 1850 did the Board agree to erect a central school on the site on the southeast corner of the intersection of Hunter and Bay Streets. By 1856, the Board of Trustees for the Grammar School and the Board of Trustees for the common schools amalgamated into one Board of Education, made up of two elective trustees from each ward and six grammar school trustees appointed from City Council. A showpiece for the Province, Central School, which still stands today, became the foundation stone for Ontario's present system of education.

The public school board in Hamilton today operates 78 elementary and 13 secondary schools. Public school enrollment declined by 26% from 1969 to 1979. (See Figure 4) This decline is primarily attributed to the aging of the population, with less children between the ages of 5 to 18 than there were in the past. In fact, since 1975, 10 elementary schools have been closed in the City of Hamilton.

FIGURE 4 - PUBLIC SCHOOL ENROLLMENT (1969 TO 1979)



SOURCE: Information from Public School Enrollment, 1979

The separate school board in the City operates 43 elementary and 7 secondary schools. Traditionally, total student enrollment in the separate school system has been lower than that of the public schools. (See Figure 5) However, while the total enrollment from 1969 to 1979 for the public school system declined significantly (over 26%), the total decline for the separate school system for the same period was a marginal 1.6%.

This latter decline represents an 18% drop in separate elementary school enrollment, and an 87.5% increase in the number of separate secondary students. It is quite likely that dropping enrollment at the elementary level will affect secondary school enrollment in future years in a similar fashion as is presently being experienced within the public school system.

In addition to the elementary and secondary school systems, Hamilton has a variety of other educational facilities, including:

- 5 private elementary schools;
- 3 private secondary schools;
- 6 vocational schools; and,
- 3 schools for the mentally retarded.

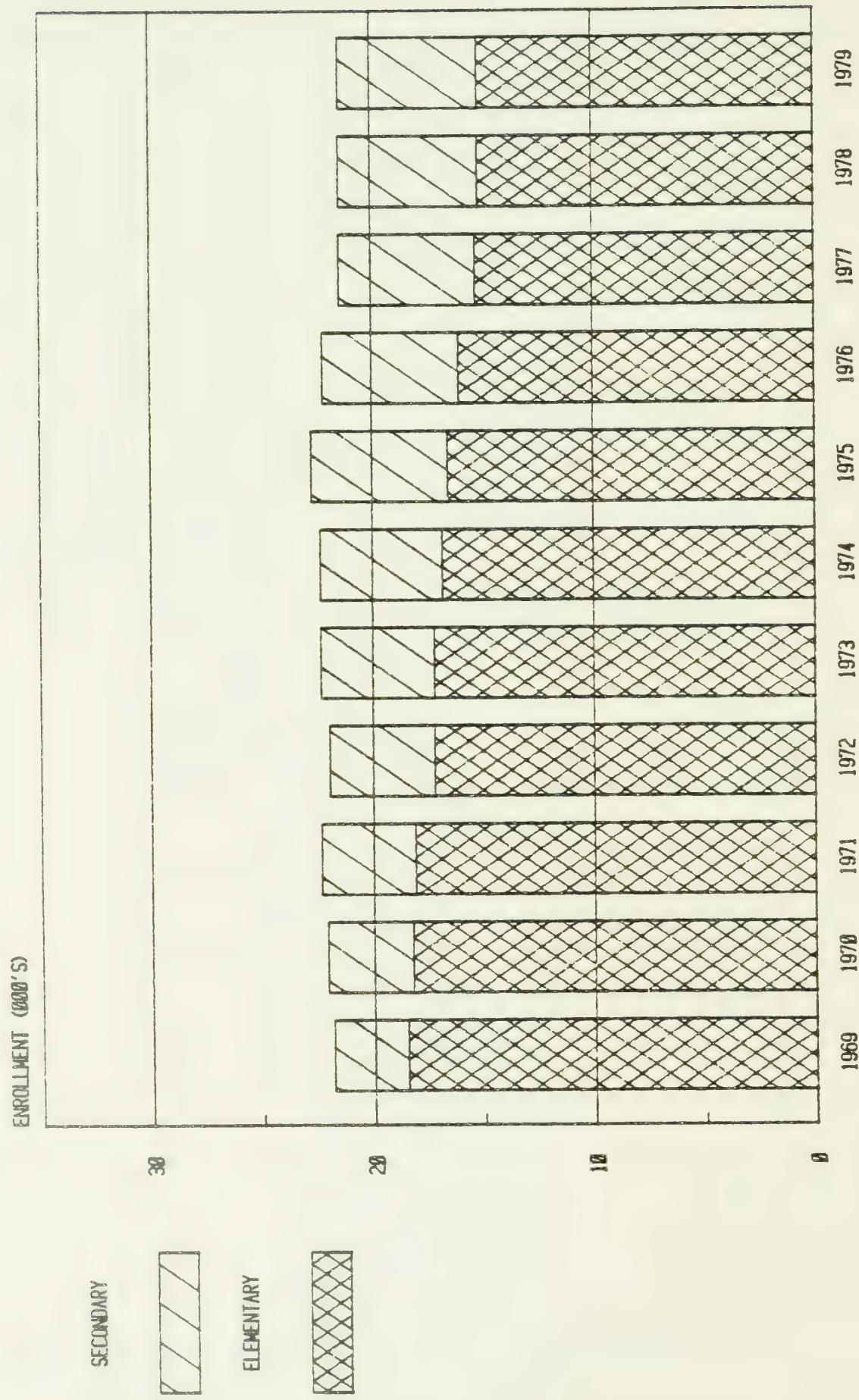
McMaster University, located on Main Street West, was founded in 1887 and relocated in Hamilton in 1930. The present enrollment at the University is just over 10,000 full time students. Mohawk College, located on Fennell Avenue was founded in 1966. The present full time enrollment is just under 10,000 students. These institutions represent two of the finest post-secondary educational facilities in Ontario, offering a variety of diploma and degree programs.(1)

PARKS AND RECREATION

The Official Plan for the City establishes a minimum of 2.9 hectares of passive and active parkland per 1,000 population, as a target for the provision of parks.

(1) Hamilton-Wentworth Economic Development Department, Profile for Profit, 1980

FIGURE 5.— SEPARATE SCHOOL ENROLLMENT (1969 TO 1979)



SOURCE: Hamilton-Wentworth Roman Catholic Separate School Board, 1980.

There are approximately 2.1 hectares of active parkland per 1,000 persons.(1) However, when passive and active public open spaces are considered, the figure is approximately 3.2 hectares per 1,000 population. (2).

The City manages a variety of recreation facilities, including:

- 66 parks;
- 10 District Recreation Centres (including indoor pools);
- 4 indoor arenas;
- 4 outdoor arenas;
- 7 outdoor pools;
- 2 Community Centres;
- 7 stadia;
- 8 tennis clubs; and,
- 2 public golf courses/winter sports parks.

● LIBRARIES

Library services are provided by the Hamilton Public Library Board, which serves Hamilton residents with ten branches and a variety of mobile services.

The new Central Library located on York Boulevard, behind Jackson Square will consolidate the general circulation and reference libraries, currently administered from separate buildings.

6.3 PROTECTIVE SERVICES

● FIRE PROTECTION

In 1843, John Fisher, a foundry owner, built the town's first fire engine; by 1854, Hamilton had four engine companies, one hose company and one hook and ladder company. The volunteer fire brigade was replaced in 1879 with three paid permanent drivers and a forty-call-man force who were paid for each alarm

- (1) This excludes the Mountain Face, Chedoke Golf Course and others. SOURCE: City of Hamilton, Handbook, 1980
- (2) Hamilton-Wentworth Planning and Development Department, Land Use Characteristics, 1979.

which they attended. The first motorized equipment was introduced in 1911, and 1926 marked the end of the horse-drawn wagons. In 1919, the two-platoon system with alternative day shifts of ten hours and a night shift of fourteen hours was introduced (Hamilton was the first City in Canada to adopt this two-platoon system). In 1946, the two-platoon system was replaced with a three-platoon system and the force had a complement of 321 officers and men. Radio communications was introduced in 1942, and in 1950, the Fire Prevention Bureau was founded. In 1955, Hamilton pioneered the use of the water fog application for fire fighting. (1)

Many changes have taken place in the Department since that time:

- elimination of street alarm boxes;
- provision of mobile radio equipment for all apparatus and vehicles; and,
- portable "walkie-talkies" for Senior Officers.

In order to increase the knowledge and efficiency of all ranks, the training programme has been increased. A complete technical library with slides and visual aids, including video-tape recording equipment, is maintained, in addition to the knowledge provided by tactical surveys of industry, "Block-plan" programme for high hazard areas as well as "in service" inspections of homes and commercial occupancies.

Through the use of a "Specific Committee", all apparatus and equipment is being standardized, and in the interest of safety, the familiar red truck is being replaced by the more readily visible yellow apparatus and vehicles.

(1) SOURCE: City of Hamilton, Handbook, 1980

Today, the Hamilton Fire Department is the largest Department within the City Corporation, with a staff of 441, ten fire stations, (including facilities at Hamilton Civic Airport), ten emergency cars, twelve pumper, five aerials, one snorkel, one rescue unit, one tank truck, and two Airport crash/rescue vehicles, as well as, supply and maintenance vehicles. (1)

• POLICE PROTECTION

Prior to the setting up of organized police forces (founded by Sir Robert Peel), the "night watch" system which had been established in Europe was in common use throughout North America. In 1833, following the election of the first Board of Police, a high bailiff and a constable were appointed to administer the regulations established by the Board and to carry out other duties as assigned by the Board. In 1848, two constables were appointed to each ward. In 1853, the first police badges were issued and by 1856, the force had been enlarged to nineteen men and a new police station was built at the corner of James and Stuart Streets. Chief Alexander David Stewart served as Chief of Police from 1879 to 1886; and as Chief, he increased the detective force from two men to four men and instituted the rogues' gallery, and in 1884, was the first Chief in Canada to introduce the patrol wagon service. The rise in juvenile crime in 1889 prompted the recommendation that playgrounds be established in various areas of the City. With the opening of Victoria Park (1892), complaints of disorder decreased by 50% in that area. The Hamilton Police Athletic Association was founded in 1899. Since its inception, thousands of boys have participated in the association's programmes.

(1) SOURCE: City of Hamilton, Handbook, 1980.

The first motorized ambulance was used in 1917-18, followed by the first passenger car in 1921. By 1926, the fleet had grown to two patrol wagons, two ambulances, nine motorcycles and three passenger cars. The first radio communication was used in 1936. In the Fall of 1944, a frequency modulation system was installed. This was a three-way system station-to-car, car-to-station and car-to-car. Presently, a high-frequency FM radio system is in use, providing radio contact with Department in the immediate area, as well as the Ontario Provincial Police.

With the creation of the Region in 1974, all local police functions were amalgamated into the Hamilton-Wentworth Regional Police Department. The Department operates from its new headquarters on King William Street, and three sub-stations within the City of Hamilton.

The present Police Force of more than 800 personnel serve and protect the residents of the City, along with the rest of the Region.

- 911 Initiated in 1979, the "911" system represents a co-operative effort between the Region of Hamilton-Wentworth, the Regional Police, local fire departments, Bell Canada and others. By dialing "911", all emergency telephone calls for assistance are connected to a central co-ordinator who then dispatches the appropriate police, fire and/or ambulance assistance. This unique system also permits immediate call-back to obtain further information from the emergency caller, as well as a number tracing, if necessary, to effect proper assistance.
- HEALTH CARE SERVICES Hamilton's first permanent hospital was erected in 1842. It served a dual purpose as a hospital, housing in-patients and "out-door pauper patients", and was commonly referred to as the "house of industry". By the summer of 1849, three hospitals were in operation - the New House of Industry, the Old

Catherine Street Hospital and the Immigrant Hospital on the Bay Shore. In 1853, a new hospital was built and the name "City Hospital" was first used. This served as a City Hospital for three years and in 1882, the patients were transferred to a new City Hospital on the north side of Barton Street, the present location of Hamilton General Hospital.

Hamilton today is served by five general hospitals, offering a full range of health services. In addition, there are various private institutions in the City (e.g., St. Peter's Hospital), as well as specialized facilities such as the Hamilton Psychiatric Hospital.

Public health care services are available to area residents through the offices of the Hamilton-Wentworth Health Unit.

6.4 ENGINEERING SERVICES

Existing development in the City is served by engineering services such as water distribution, sewage disposal facilities, and solid waste disposal systems. Future development in the City is dependent on the planned expansion of these services.

- WATER SUPPLY AND DISTRIBUTION

Prior to the completion of the Waterworks Plant and system in 1859, the City's water supply was obtained from wells. Several sources of water were considered and finally, it was agreed that the water be obtained from Lake Ontario, lifting the water with pumps in preference to a gravity supply from the escarpment. At a cost of \$913,350., the waterworks plant and system was constructed during the years 1857-59 at a site on the east side of Woodward Avenue, south of the Woodward Avenue interchange, and officially opened on October 26th, 1859.

In 1875, the waterworks plant in Hamilton was said to have been the finest in Canada, except for that in Montreal. The chimney of the works rises to a height of 45.7 metres and to this day, remains a landmark which can be seen from the shipping lanes on Lake

Ontario. In the original works, a filtering basin was excavated near the lakeshore. The water seeped and filtered through the sand to the basin and from the basin, the filtered water flowed by gravity to a suction well in the pumping station. Two pumps driven by steam engines of 100 horsepower each with a combined capacity of 15 million litres per day (MLD) for 24 hours pumped the water through a 45cm diameter cast iron pipe to a reservoir on the side of the mountain at Ottawa Street (Barton reservoir). The original building and equipment can be seen today as it appeared in 1859.

The City is today served by the Woodward Avenue purification plant. (See Map 6) In addition, the plant also serves other neighbouring municipalities with water. The present capacity of the plant is 727 MLD, and can be expanded to a capacity of 1365 MLD to serve a population of 1,000,000.(1) Water is stored in five reservoirs throughout the City, having a total capacity of 688.3 million litres.

- **SEWAGE
DISPOSAL
AND
TREATMENT**

Sewage disposal is a Regional responsibility. The developed areas of the City are served by 262 km of sanitary sewers. (See Map 7) The Woodward Avenue pollution control plant has a capacity of 273 MLD, which can be doubled on the existing site to accommodate anticipated development in the City.(2)

The 306 km storm sewer system in the City is the responsibility of the Region. In the past, a combined system of storm/sanitary sewers (592 km) was developed. However, current practice requires the separation of storm and sanitary sewers in new developments.

(1) Hamilton-Wentworth Planning and Development Dept. Regional Plan Substudy- Municipal Services, 1975.

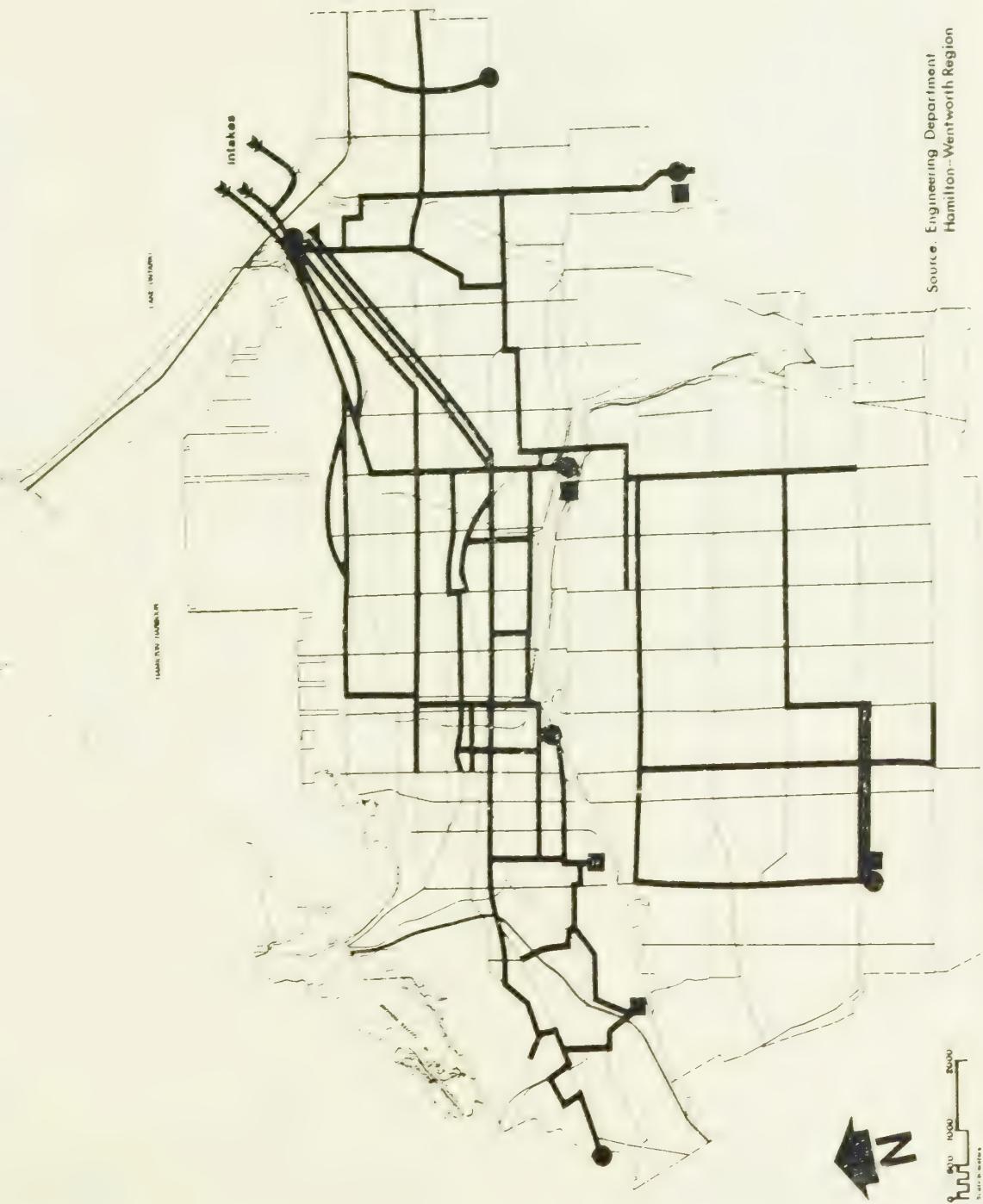
(2) Ibid

Water Distribution System

legend

- watermain over 400mm (or twins combined)
- pumping station
- reservoir
- ▲ water treatment plant

map 6



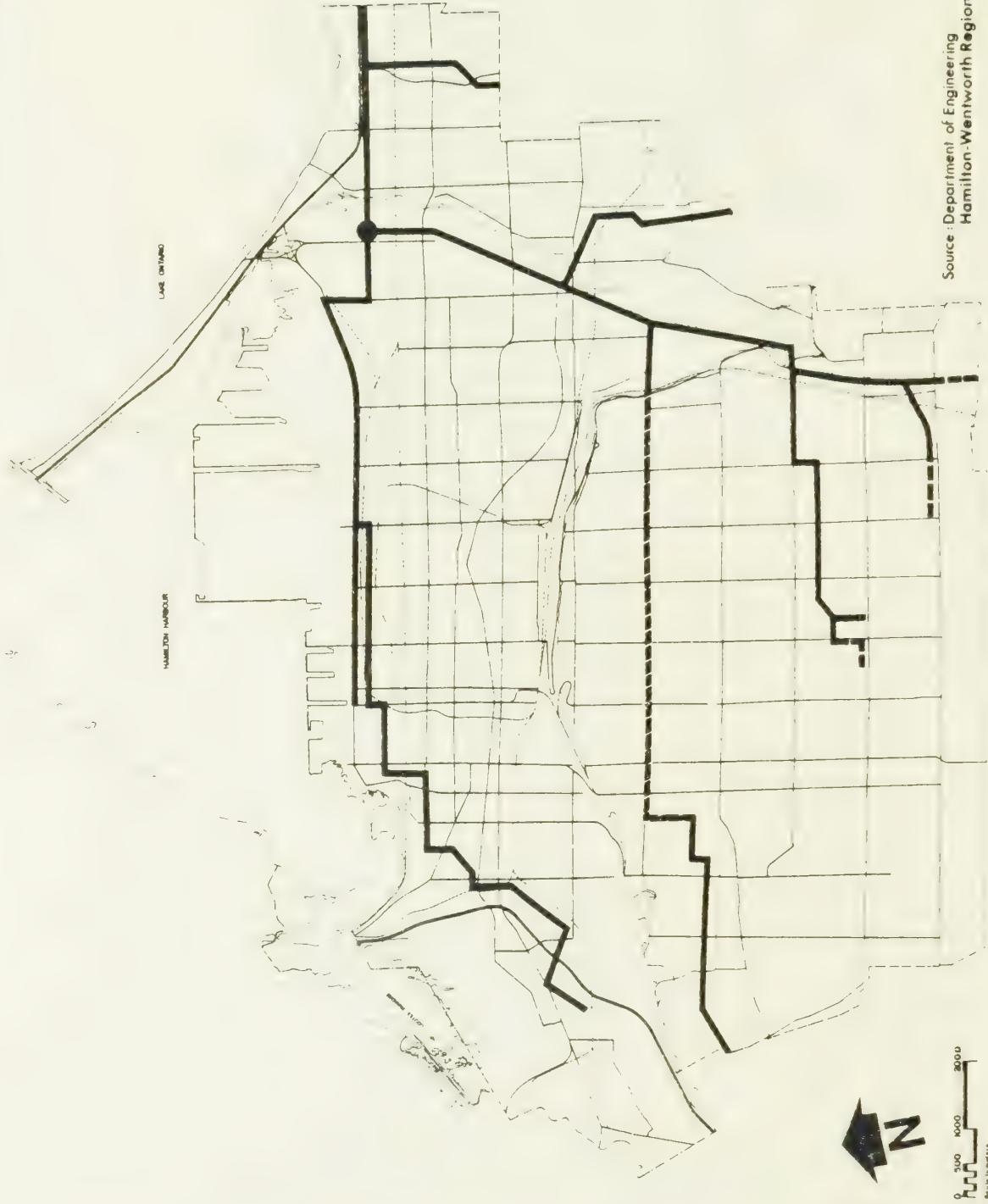
Source: Engineering Department
Hamilton-Wentworth Region

Trunk Sewer Disposal System

legend

- existing trunk sanitary sewers
- trunk sanitary sewers under construction
- sewage treatment plant
- existing combined sanitary and storm sewer

map 7



SOLID
WASTE
DISPOSAL

Solid waste disposal is a Regional responsibility. There are two systems presently in operation in the City; namely:

- The incineration system is known as the Solid Waste Reduction Unit (SWARU) and is located on Kenora Avenue. The plant operates on the principle of energy recovery from solid wastes. The system also incorporates the magnetic separation of metallic materials. SWARU is designed for a capacity of 190,000 metric tons per year, but has been running below this capacity in past years; and,
- The Sanitary Landfill Site on Upper Ottawa Street is 57 hectares in size and has reached full capacity. The new Landfill Site in Glanbrook will accommodate future solid waste disposal. (1)

In addition, a new system of "waste transfer" facilities is being developed throughout the Region. Refuse from local areas will be collected at these facilities for compaction and the more economic transfer to disposal sites. Two such stations are planned within Hamilton, at SWARU on Kenora Avenue and at the Upper Ottawa Landfill Site.

(1) Hamilton-Wentworth Engineering Department, 1980

Section 7: Transportation Network

7.1 INTRODUCTION

The transportation network in the City provides a means for the movement of people and goods in, through and out of the City. This network consists of:

- roads;
- public transit;
- railways;
- marine and port facilities; and,
- air services.

7.2 ROADS

Natural features such as the Niagara Escarpment, the Beach Strip sand bar, the Harbour and Coote's Paradise, have been major obstacles which the roads system has had to overcome. For example:

- the north/south road alignments are interrupted by the Mountain; and;
- direct access between Hamilton and cities along the northern shore of Lake Ontario is limited to Beach Blvd., the Queen Elizabeth Way and Highway 403.

To overcome the impediments caused by these various natural barriers, the City has constructed a number of major arterial roads to:

- improve the traffic flow;
- function as continuous links to local roads; and,
- provide access to the inter-regional highways.

Since 1974, virtually all arterial roads have come under the jurisdiction of the Region. (See Map 8)

As of 1980, there are 660 km of paved roads, 163 km of other roads, and 1,270 km of sidewalks within the City.

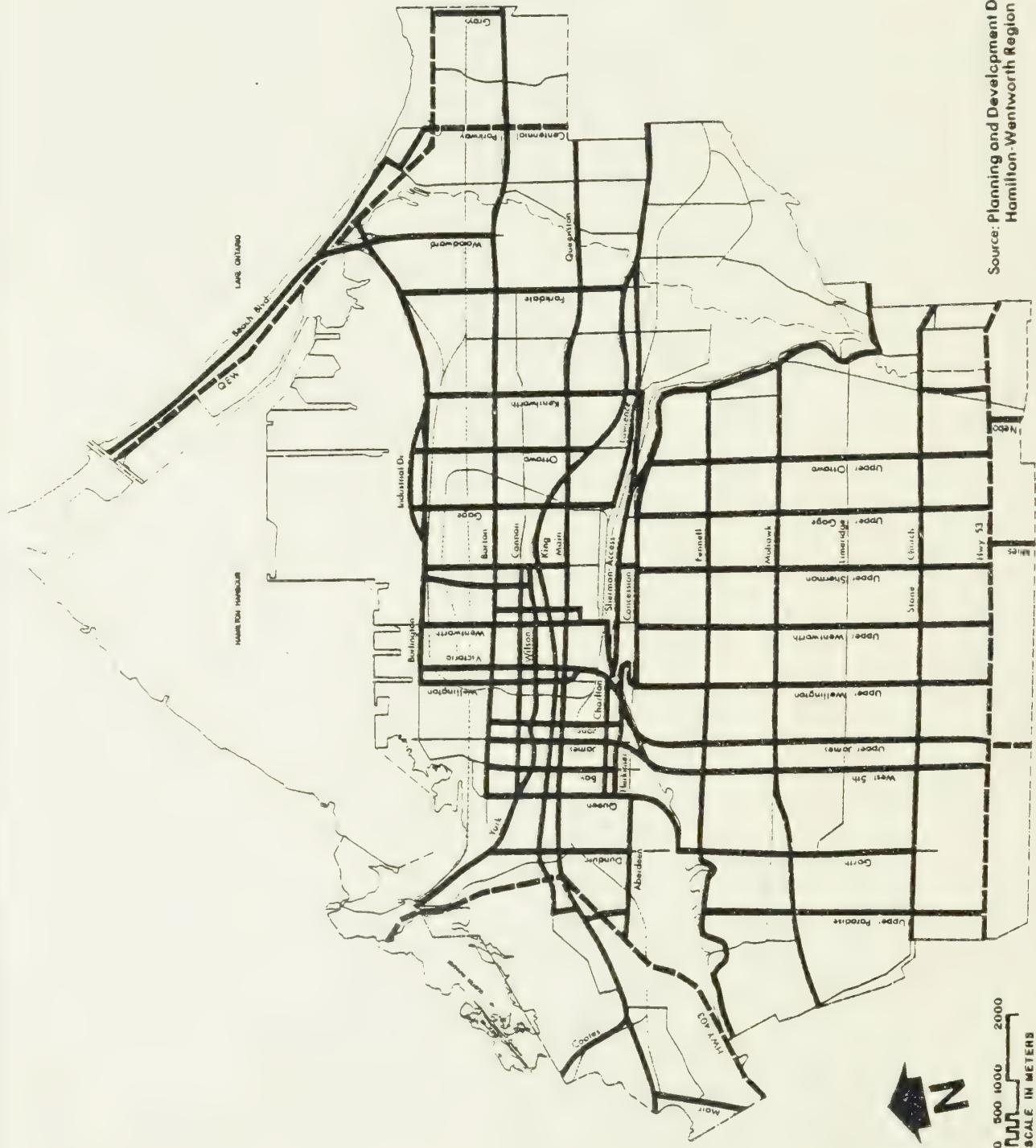
Existing Major Roads

legend

- inter-regional highway
- regional roads
- other major roads

map 8

Source: Planning and Development Department
Hamilton-Wentworth Region



7.3 PUBLIC TRANSPORTATION

Public transportation in the City is operated by the Hamilton Street Railway (H.S.R.). It is a Regional responsibility. The transit system consists of surface bus routes, offering regular, rush-hour and summer services. By far, the single largest concentration of bus trip origins is in the area bounded by Queen, Main, Wellington and Cannon Streets. (See Map 9) Other areas with relatively high concentrations of bus trip origins are:

- McMaster University; and,
- Industrial sector along the Harbour.

With a few exceptions, the transit system has enjoyed an annual net increase in passenger ridership. (See Table 15) However, the ratio of passenger-to-bus kilometres has declined from 1966 to 1979. This decline is mainly attributed to the expansion of the transit system to areas which are generating fewer passengers. (See Table 15).

TABLE 15 - ANNUAL STATISTICS FOR THE TRANSIT SYSTEM

YEAR	REVENUE PASSENGERS (000,000)	BUS KILOMETRES OPERATED (000,000)	PASSENGERS PER KILOMETRE
1966	27.291	10.884	2.5
1967	27.392	11.138	2.5
1968	26.437	11.515	2.3
1969	25.299	11.754	2.2
1970	24.945	11.787	2.1
1971 (1)	19.879	9.923	2.0
1972	24.417	12.565	1.9
1973	25.953	13.161	2.0
1974	28.111	13.961	2.0
1975	29.312	14.579	2.0
1976	29.308	14.920	2.0
1977	28.202	15.039	1.9
1978	29.300	15.219	1.9
1979	29.587	15.850	1.9

SOURCE: Hamilton-Wentworth Transit Commission, 1979.

(1) Strike year.

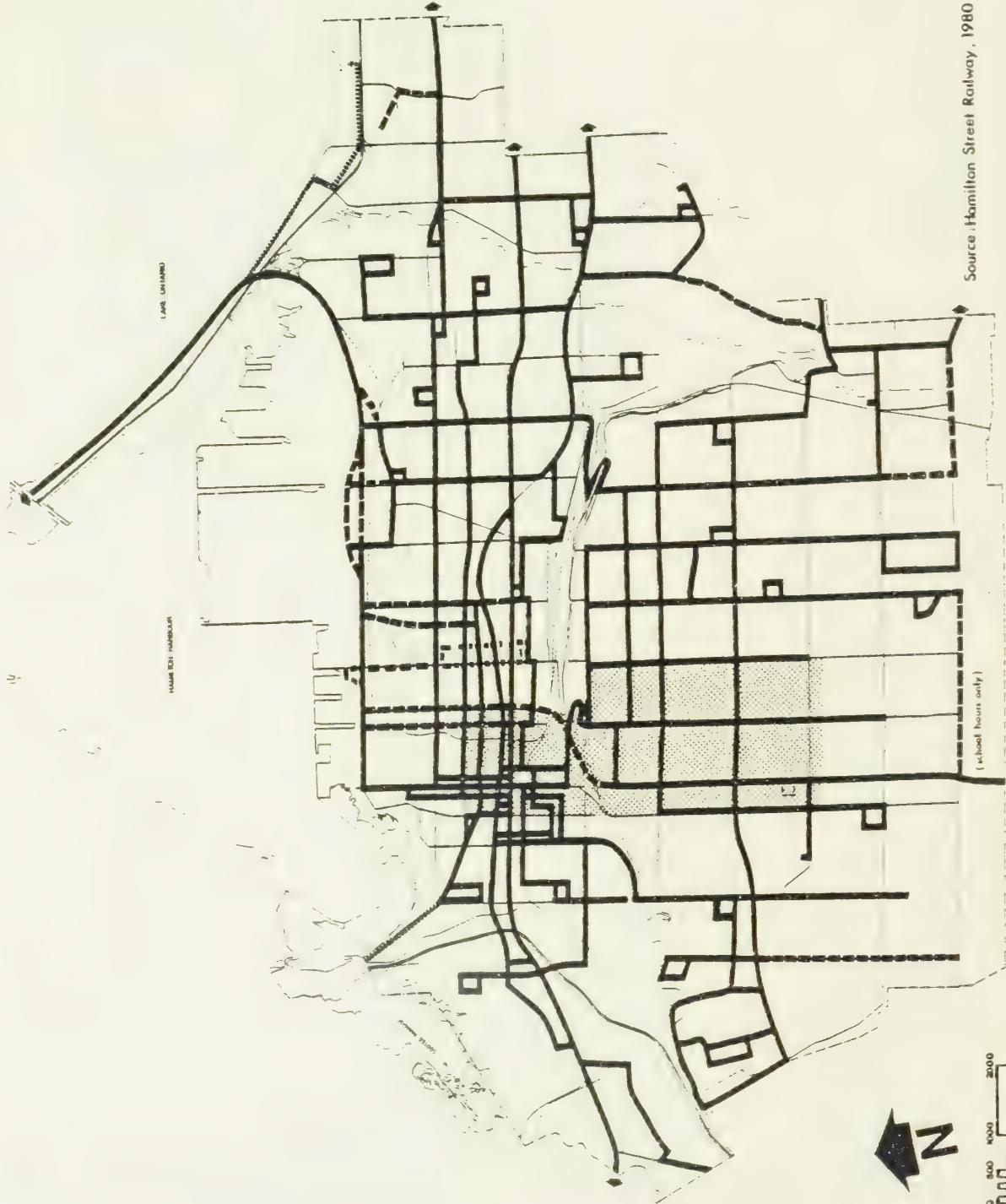
Public Transit System

legend

h.s.r. routes (1980)

- regular service
- rush hour service
- summer only
- proposed I.C.T.S. study corridor

map 9



- RAPID TRANSIT SYSTEM

The City of Hamilton was selected by the Province of Ontario as the site for the construction of the new rapid transit system subject to detailed studies. The Intermediate Capacity Transit System (ICTS) technology developed by the Urban Transportation Development Corporation (UTDC) will provide a rapid transit service for the City by connecting the Central Area with the Mountain.

7.4 RAIL TRANSPORTATION

Rail transportation in Hamilton has a significant role in the movement of goods. For example, the waterfront industrial area is serviced by a number of main rail lines which transport goods to and from the City. Rail services are provided by Canadian National (C.N.R.), Canadian Pacific (C.P.R.) and the Toronto, Hamilton and Buffalo (T.H.&B.) Railways. The rail lines are aligned at the north end of the City, where most of the manufacturing industries are located. (See Map 10)

7.5 MARINE AND PORT FACILITIES

The Port of Hamilton is administered by the Hamilton Harbour Commissioners under Federal legislation. The three Commissioners, one of which is appointed by the City, are responsible for:

- the operation of the Harbour;
- the leasing of the Harbour facilities;
- the enforcement of a security system; and,
- the construction of new Harbour facilities.

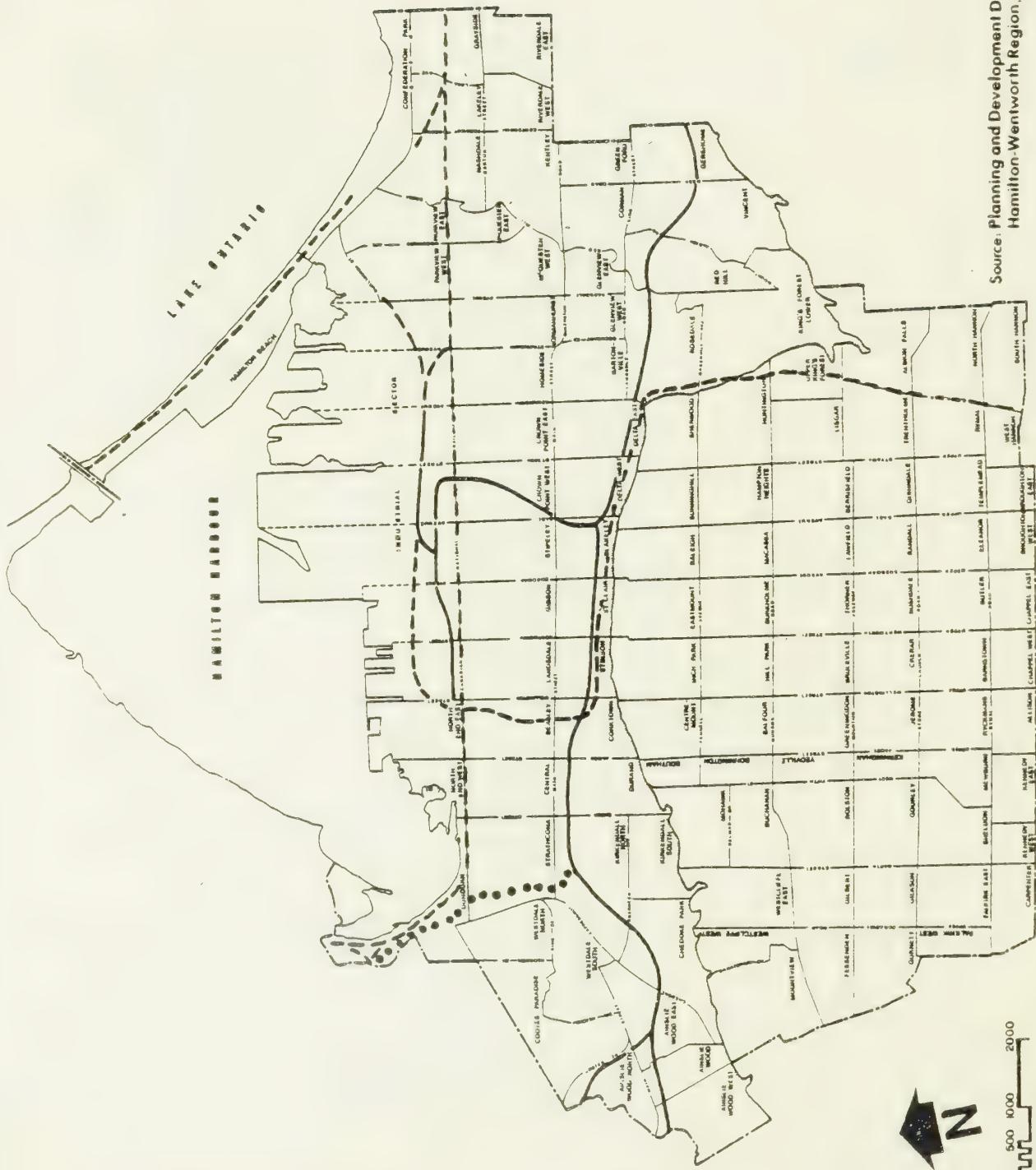
The original shoreline of the Hamilton Harbour during the 1890's was irregular in shape, extending inland as far south as Burlington and Barton Streets. The extent of reclaimed land and filled harbour area over the years has been extensive. (See Map 11)

Major Railway Lines

legend

- Toronto, Hamilton & Buffalo Railway
- - - Canadian National Railway
- Canadian Pacific Rail

map10

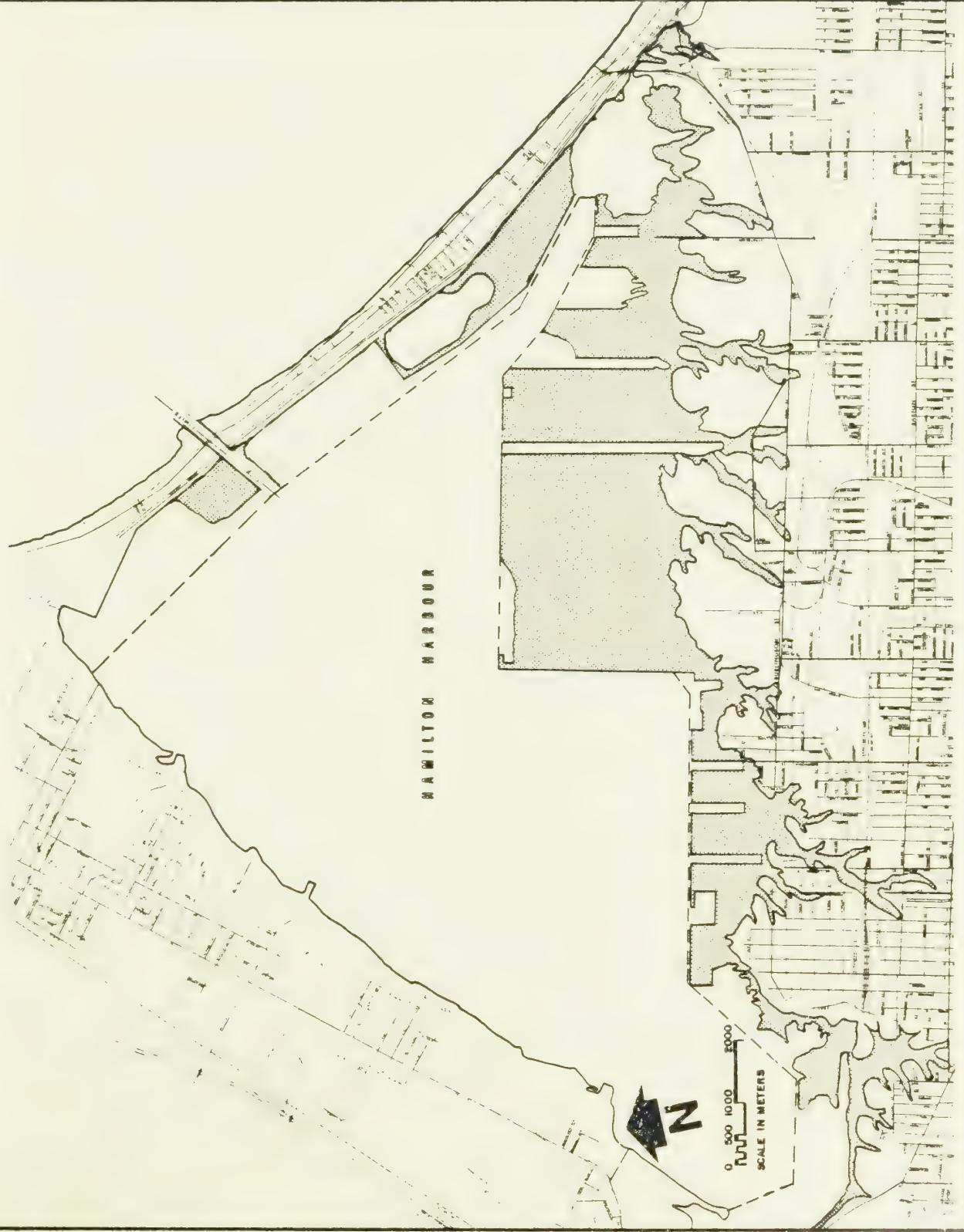


Land Reclamation in Hamilton Harbour

legend

- original shoreline (approx. 1800)
- reclaimed land

map 11



Increasing manufacturing activity along the Harbour has influenced the changes to the harbour headline in the past 120 years. As industries grew in size, so did the demand for more land. When the supply of land along the waterfront depleted, the harbour was reduced by means of reclaiming and filling portions of the harbour. Today, a large portion of the harbour is reclaimed and filled.

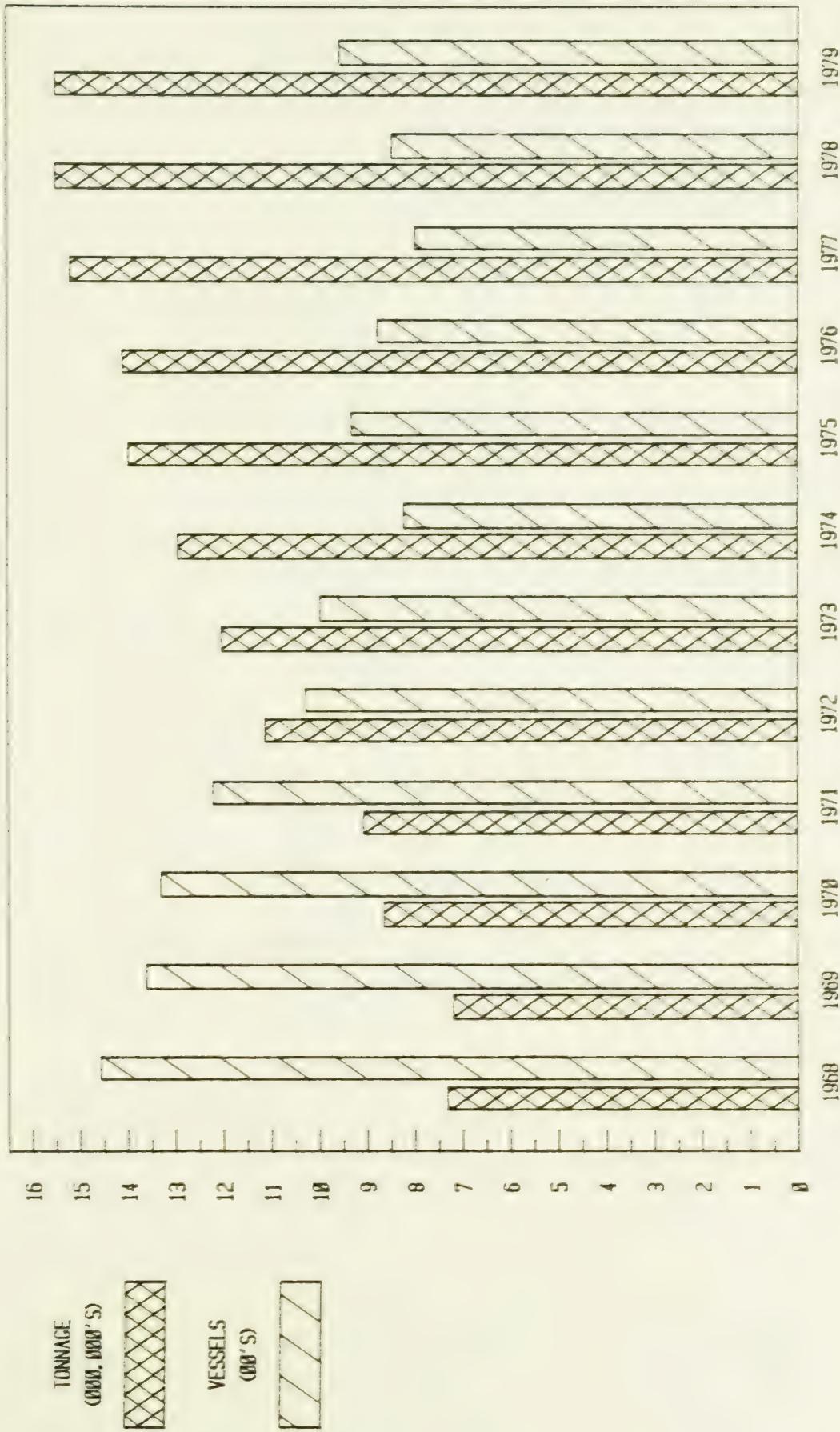
The existing harbour shoreline consists of a number of piers. The westerly end of the harbour is predominantly open space and is intended for marine-related recreational uses. Piers 5, 6 and 7 provide recreational boating facilities. Piers 8, 14, 23 and 24 are presently used for commercial shipping. Other existing piers are basically used for industrial purposes, which includes private docks owned by the Steel Company of Canada, Dominion Foundries and International Harvester.

The Harbour Commissioners provide approximately 6,300 metres of berthing space, in addition to the 3,300 metres of berthing space in privately-owned docks. (1)

Freight movement in the Harbour from 1968 to 1979 has gradually increased. (See Figure 6) Conversely, the number of ship arrivals on an annual basis has progressively declined, reflecting increased carrying capacity of vessels. For example, the number of metric tons carried per vessel from 1968 to 1979 increased by approximately 9,700 tons, while the number of vessel arrivals declined by 703. (See Table 16)

(1) SOURCE: Hamilton-Wentworth Planning and Development Department, 1980.

FIGURE 6 - ANNUAL TONNAGE PER VESSEL AND VESSEL ARRIVALS IN HAMILTON HARBOUR



SOURCE: Hamilton Harbour Commissioners, 1980.

TABLE 16 - THE PORT OF HAMILTON ANNUAL
TONNAGE (MILLIONS)

YEAR	DOMESTIC	OVERSEAS	TOTAL
1966	9.2	0.5	9.7
1967	9.0	0.6	9.6
1968	10.3	0.4	10.7
1969	9.4	0.4	9.8
1970	11.0	0.5	11.5
1971	10.6	0.9	11.5
1972	10.6	0.8	11.4
1973	11.5	0.5	12.0
1974	10.4	0.3	10.7
1975	12.7	0.3	13.0
1976	11.9	0.4	12.3
1977	11.8	0.3	12.1
1978	12.6	0.5	13.1
1979	14.3	0.6	14.9

SOURCE: Hamilton Harbour Commissioners,
1980

7.6 AIR SERVICES

The City of Hamilton and area is served by the Hamilton Civic Airport at Mount Hope, located approximately 10.0 km south of the City. The airport is owned by the Federal Government and managed by the City.

Regularly-scheduled passenger flights are currently provided by Nordair. However, the bulk of aircraft traffic is from privately-owned small aircraft.

In 1968, Nordair Limited was granted landing rights at the airport for service to Montreal; and, in 1971, service was extended to Ottawa and Pittsburgh, and later, to Windsor.

The recorded increase in air passenger traffic at the airport over the past few years is an indication that air travel in Hamilton and area is growing in popularity. In fact, estimates from Transport Canada indicate that in 1980, approximately 580,000 passengers will use the airport. It is anticipated that by 1985,

approximately 812,000, and by 1990, 960,000 passengers will pass through the airport.(1)

In addition to the increasing passenger demand service at the airport, air cargo forecasts indicate increasing amounts of cargo will be moved by air. For example, estimates show that in 1980, some 4,300 metric tons of cargo will be moved by air from the airport. By 1985, 4,950 metric tons are contemplated, and by 1990, 6,450 metric tons.(2)

Accordingly, Transport Canada has announced a \$50 million expansion to the airport, which should open the facility to a wider range of airlines and routes. The first step in the five-year project is dealing with the acquisition of some 158 hectares of land. Also included are:

- a new 2,420 metres by 60 metres runway, 1,000 metres north of and parallel to existing runway 11-29;
- a new instrument landing system and runway approach lighting;
- an expanded terminal with new parking facilities and ground services for aircraft and passenger traffic; and,
- a new fire and electrical centre.

(1) Estimates are based on air passenger demand originating from various geographic areas in Southwestern Ontario.

(2) Transport Canada: Southwest System Studies, Hamilton Airport, February, 1977.



URBA